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REUTER'S TELEGRAMS.

THE POLISH SITUATION.

FRANCO-BRITISH MISSION APPROACHED.

Warsaw, August 5.
The Polish Government has requested the leaders of the Franco-British Mission to return and explain to their respective Governments the actual position in Poland and also to advise their Governments regarding the assistance necessary.

HAS BRITAIN DESERTED POLAND?

London, August 5.
While it appears that the British Note gives the Soviet to understand that the Allies will help Poland unless the Bolshevik invasion ceases, the form which British assistance will take is at present unknown.

According to *Le Matin*, the London and Paris Cabinets have discussed the question of sending troops to Poland, but it is doubtful whether Britain will undertake to send military aid.

M. Paderewski declares that Poland is abandoned by all except France. He says Mr. Lloyd George at Spa gave the Poles a written assurance that Britain would employ all her strength to safeguard the existence of Poland within the frontiers fixed. On the contrary, the *Petit Parisien* declares that Britain has completely dissipated all uncertainty and will not hesitate to consider the steps which the situation demands.

ON THE GERMAN FRONTIER.

Berlin, August 5.
Fugitives from Warsaw are arriving in East Prussia. A semi-official communiqué has been published simultaneously, announcing the German intention to close the frontier, the reason given being the prevalence of dysentery amongst the refugees.

The Italian Ambassador has requested the German Government to ensure the withdrawal of Italian troops from the East Prussia plebiscite area by August 9.

FRENCH TROOPS NEAR AT HAND.

Paris, August 5.
It is believed that French troops are actually in the neighbourhood of the theatre of operation in Poland and are only awaiting orders to co-operate in the defence of the country. It is understood that in any case urgent steps are being taken to despatch war material and money to Poland.

EARLIER TELEGRAMS.

JAPANESE IN AMERICA.

London, Aug. 4.
The "Daily Mail" correspondent at New York states that public interest in the Japanese question has been renewed by the statements of Mr. Albert Johnson, member for the State of Washington in the House of Representatives and chairman of the House sub-committee on Immigration and Naturalisation. Mr. Johnson in a speech at Tacoma, Washington, spoke of the "Japanese underground system, beginning in Yokohama, leading to Honolulu and extending to Guaymas, Mexico, whereby Japanese are brought surreptitiously to the United States." Mr. Johnson alleged that Japanese were smuggled from Guaymas into California, the Mexican frontier guards being given a bribe of \$2 per head, and then taken by compatriots to the country districts where they were hidden for five years, whereafter they emerged into the open with residential qualifications established.

CHARLIE CHAPLIN'S DIVORCE.

New York, Aug. 4.
Mrs. Charlie Chaplin is reported to have petitioned for divorce on the ground of cruelty. The lady was besieged by reporters and vouchsafed the vague reply, "We are both temperamental." Mr. Chaplin said, "Such is life in the great West."

MEXICO.

New York, Aug. 4.
It is reported from Mexcala (Lower California) that General Flores, representing the Huerta Government, conferred with Cantu in an effort to compose the difference which resulted in the threat of occupation of Lower California. Flores is now proceeding to Los Angeles to telegraph a confidential report of the progress of negotiations to the Mexican President.

STUNT FLYER'S DEATH.

Los Angeles, Aug. 4.
Details of the death of Lt. Locklear show that he was performing at night amid concentrated beams of searchlights. Locklear dropped a rocket, which he followed with a nosedive so closely that the flaming projectile set fire to the aeroplane two hundred feet from the ground.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st July, 1920, as certified by the Managers of the respective Banks are—

Banks.	Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	9,842,665	\$5,000,000
Hongkong and Shanghai Banking Corporation.	11,311,645	17,000,000
Bank of India, Limited.	1,513.9	\$50,000
Total.	21,157,219	\$22,050,000

DAY BY DAY.

Information on the growing practice of morphia-injection was secured in a raid conducted by the Police yesterday on No. 8, Pokfulam Road, resulting in the arrest of a Chinese and the seizure of a quantity of morphia and implements used for the injection of the drug. In evidence at the Police Court to-day it was stated that a number of rickshas, who, it would appear, are very partial to this drug, were in the process of being operated upon with a number of syringes which comprised the implements seized. A conviction was established against the arrested Chinese, who was sentenced by Mr. R.O. Hutchison to three months' imprisonment.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, July 22.

China is indeed the land of opportunity. When three years ago Chang Hsun restored the Manchus to the Dragon Throne for a brief period of twelve days and Marshal Tuan Chih-jui organised the army which crushed the King Maker and his horde of Pigtails warriors Tuan was acclaimed as the saviour of the Republic, but the radicals of the South declined to admit that he had saved the republic and went to war against the North in order to prove it. Then followed the disastrous internecine strife of nearly a year which was ended by President Hsu Shih-chang's proclamation of an armistice pending a peace settlement which has not been reached. Efforts to negotiate a settlement have so far produced the disintegration of the Canton Military Government and have produced civil war in North China.

On this occasion there has been real fighting—none of the comic opera warfare which brought Chang Hsun's midsummer madness of 1917 to a close. With the exception of some good artillery practice, the battle of Peking was conducted by warriors who believed in firing high lest the men on the other side should get hurt. True, a few did meet with accidents, but most of the casualties were old women and men beyond the firing line who were killed with dropping bullets. But General Wu Pei-fu, the brains of the movement directed against Marshal Tuan Chih-jui, the notorious General Hsu Shu-chun, and the corrupt Anfu Club party, introduced real modern warfare, and is being accused of treachery by his friends on the defeated side, who complain that he has not conducted the fighting according to the approved rules of the game as it is played in China.

When General Wu Pei-fu more than a month ago started to withdraw his troops from Hunan, where they had been for more than two years and where they had proved their mettle in the fighting against the Southern armies, it was realised by on-lookers that there was more in the movement than the mere returning of troops to their headquarters in Chihli. A struggle had been in progress between the Chihli party and the Anfu Club which comprises the Anhui party and the Fokien party. For two years the Anfuites had dominated the Government. For two years the Ministry of Communications had practically been the treasury of the Anfu Club. The Chihli party in opposing the Anfuities established a cause which appealed to the students and to the intelligent section of the nation. It was a fight against organised corruption. Admittedly some of the men associated with the Chihli party do not stand very high in popular esteem. They are self-seeking ambitious. Still they are associated with the cause which aims at destroying caucus control and restoring constitutional government.

The Anfuities took the return of the Chihli troops to Chihli as a threat directed against them, and accordingly prepared to counter it. Undoubtedly the dispositions made by the Tachuns opposed to them were clever, timely and effective, and induced Marshal Tuan and Little Hsu to pause. This interval was utilised by Chang Tso-lin to visit Peking in the capacity of mediator. He succeeded in inducing the Anfuities to sacrifice Little Hsu, who was accordingly relieved of his command of the North Western Frontier Force, but when Chang and his associates demanded that the Anfu party should also give up the lucrative post of Minister of Communications, the Anfuities realised that their very existence was at stake and they resolved not to give way without a final struggle. General Chang Tso-lin, however, was not prepared to do this.

and returned to Mukden. It was now war to the knife. Marshal Tuan permitted General Hsu Shu-chun to assume his former command, but he went further. He forced the President to issue a mandate practically outlawing General Tso Kuo and General Wu Pei-fu and had himself appointed commander-in-chief of the Ting Kuo-chun (the army of pacification, which was the Frontier Defence Army under a new name).

Then the Tuanite armies moved outwards from Peking—one on the Peking-Hankow Railway under General Tuan Chih-kwei to check the advance of General Wu Pei-fu and the other on the Peking-Tientsin Railway under the command of General Sung Tzu-yang to advance on Tientsin, cutting off General Tso Kuo from his base at Paotingfu, the provincial capital. Banks had been drained of ready cash, and the Ministry of Communications was denuded of every cent, even monies earmarked for sinking funds being seized, this in order to pay the troops their arrears of wages and induce them to fight; also to finance the expedition. Automobiles, carts, and other vehicles were ruthlessly commandeered, while coolies were impressed by the thousand and forced to assist in the transportation work.

It had been freely asserted that the Tuanite soldiers would not fight, but fight they did until they were sickened by the rotten leadership under which they suffered. First honours went to Wu Pei-fu. On Saturday, July 11, his men cleverly ambushed enemy outposts as they were taking up positions, and moved them down with rifle and machine gun fire.

Meanwhile there had been a fierce epistolary warfare waged between the contending leaders. On July 13 martial law was declared in Peking and Marshal Tuan exercised despotic sway over the city for five days during which newspapers were closed down, opponents arrested, a military censorship established in the telegraph administration, and telephones kept under close observation. Little wonder that the people went in fear and trembling lest they fall under suspicion. Marshal Tuan in declaring martial law explained its necessity by the virtue of the Chihli and Fengtien troops marching on the capital with a view to re-establishing the monarchy. This of course was mere Anfu propaganda and had no basis in fact. Tso Kuo and Wu Pei-fu issued a counter blast in which they declared their intention of purging the administration from the corruption which had overtaken it, while Chang Tso-lin announced to the President his intention of armed mediation in the event of hostilities proceeding.

While there had been desultory cannonading during July 12 and 13, the decisive battle on the Western front did not begin till July 15, in spite of the fact that the day before the President had issued a mandate ordering the cessation of hostilities. Although General Tuan Chih-kwei was the commander-in-chief of the Anfu army on the Peking-Hankow line (the Western front), the order to open the attack was given by General Hsu Shu-chun. For the next day or two the city was flooded with reports of Anfu victories.

It was quite true that the Chihli army fell back from Linliho to its third line at Kaopelien, but whether from necessity or as part of the strategy of General Wu is not clear. What followed was much more significant. General Wu threw out a brigade on the right which outflanked the Tuanite army, which found itself exposed to a terrible enfilading fire. Two regiments of the 15th Division surrendered, the remainder retreated only to be exposed to the fire of the First Frontier Division which had apparently not been following the main body, and an exchange of shots followed.

Division realised its mistake and permitted the Fifteenth Division to retire. They seized a train and next morning five thousand men were outside the gates of Peking but were denied admission.

The only real fighting of present civil war occurred on this front, but after three days of strenuous warfare on empty stomachs the Anfuite soldiers decided they had had enough and they broke and retreated Pekingwards, where they are now being collected. The commissariat arrangements broke down completely. Tons of perishable cooked food lay at the stations or on sidings and never reached the camps.

On the western front the Anfu army advanced from Langfang, took Yangtun, pushed on to Peitsang and was within striking distance of Tientsin, when the arrival of some of Chang Tso-lin's men from Mukden deterred them attempting further progress. It seems inexplicable why they stopped when they did, as they simply had to march on to Tientsin to take it.

The debacle of the Tuanites is remarkable. They had the advantage of position, holding interior lines, with a single base at Peking, sufficient rolling stock, aeroplanes, field wireless telephones sets, ample guns and ammunition. Yet they were outgeneralled and outmanoeuvred. Their field staff work was of the worst description. On the other hand General Wu Pei-fu was supported by men whom he had tried and proved while his strategy was clever and successful.

At midnight on July 18 Marshal Tuan Chih-jui probably for the first time learned of the true state of affairs when General Chin Yun-peng insisting on being heard. Tuan was so overcome that he immediately tendered his resignation, admitting that he had been at fault, and according to Chinese custom, submitting himself to punishment. Afterwards he tried to take his life but an orderly caught his hand with the result that the revolver which he had placed at his ear was discharged and the bullet wounded one of his staff.

With Marshal Tuan's resignation and the issue of the Presidential mandate prohibiting further fighting the civil war came to an end. The remaining organised units of the Frontier Defence Force have signified their willingness to submit to the Ministry of War and will decline to recognise the authority of General Hsu Shu-chun who is now a fugitive.

No further fighting, except perhaps local skirmishes is expected. All that remains now is for the Chihli and Fengtien factions to agree upon the terms which they will force the Anfuities to accept, and to make sure that these terms will be accepted their armies will remain in the vicinity of the capital, not entering the city unless compelled to do so.

It is certain that the punishment of prominent Anfuities like Little Hsu, Ting Shih-Yuan the director of the Peking-Hankow and Peking Suiyuan Railways, Tseng Yu-cheng, the minister of Communications, who is accused of misappropriating no less than twenty five million dollars for Anfu purposes, Tso Ju-lin, Lu Chung-Yu, and several others will be demanded, but clemency will be extended to the fallen Marshal. It is also certain that Parliament will be dissolved, the Anfu Club will be closed, and that an effort will be made to reach an understanding with the South.

The case of a Chinese woman charged with attempting to commit suicide by jumping from the "prayer" wall at West Point was called before Mr. R.O. Hutchison this morning. The woman is still in hospital under treatment for her mental condition and the case is adjourned.

SHIPPING NOTES.

(BY "NEPTUNE.")

Are the ocean liners of the near future to be large, small or medium? Before the war there used to be a regular scramble amongst British and Continental shipowners for the largest and fastest vessels suitable for Atlantic trade, and at last, and at prodigious expense, we reached "the floating palace." It was found by experience that the public had a set inclination to travel only by the largest, fastest and most palatial boats available. The cost of running these leviathans was truly enormous and out of all proportion to the cost of working slightly smaller vessels. The competition of the Continent for record-breaking steamers has passed away for the time being, and this is reflected in the orders for twelve new vessels placed by the Cunard Steamship Company. Not one of these twelve boats will rival the Mauretania and the Aquitania. All these new ships will occupy an intermediate position, ranging in length from 520 to 600 feet. It is feared that shipbuilding is being overdone. If it is so, it will be good for freight and passages, as it may serve to bring them down.

The passage difficulty is not confined to Hongkong only, shipping companies having had urgent requests from the Straits Settlements and India. Shortage of accommodation is, of course, due to the losses by enemy action which has effected all lines and which will take a considerable time to replace, and also to the employment of many of the larger vessels as troopships, hospital ships, etc. The latter are now being returned by the authorities. Lord Inchcape, writing to a friend in the East, says that the P. and O. Company are alive to the urgency of the passage question, which is engaging his constant personal attention. The Company's agents in the East and Far East are giving every possible attention, so far as in their power lies, to granting priority to those proceeding home on account of ill-health, urgent business, etc., but the P. and O. Company have not had complete control of the berthing arrangements. The vessels that have been returned by the Government are being reconditioned, and it is expected shortly to have a programme of sailings considerably in advance of what the Company have recently been able to arrange. For lack of accommodation on the P. and O. liners many a resident in this part of the world is obliged to travel home via America or Canada.

Even in the case of the N.Y.K. liners all available cabins on outward ships on the European line have, I am told, been fully booked until the end of the year. The second class cabins are booked until the end of next month. The heavy booking for the first class accommodation is presumably due to many delegates of the Sunday School Convention from the United States, who plan returning home by way of Suez.

A useful little book, which will be found of particular interest to seagoing officers, is the revised catechism of the Laws of Storms, compiled by Captain John MacNab, R.N.R., well-known as a former chief examiner to the Liverpool Local Marine Board. This little book imparts in simple language a sufficient knowledge of those dangerous storms, known in various parts of the world as hurricanes, typhoons and cyclones in the tropics, and as gales in temperate or polar regions, to enable mariners to combat these unwelcome visitors. Storm theories, tracks and seasons of storms and all matters relating thereto are contained in the work. Messrs. George Philip and Son, of London are the publishers, and the price is 4s. 6d.

The question of whether ships' officers are entitled to overtime for duties performed outside the ship is being considered by the Admiralty.

POSTAL RUSH.

OVER 1,600 BAGS OF MAIL.

The staff of the Hongkong Post Office had a busy day yesterday in all conscience. After a short period of something like inactivity, owing to the non-arrival of any mails, it was plunged into one of the busiest times it has ever experienced. Mails arrived from practically all parts from America, Europe, Australia, India, Japan, the Philippines, etc. "Something of the magnitude of the task thrown upon the Post Office staff can be gauged by the fact that a total of 1,693 bags was received, of which no fewer than 500 bags were for delivery in the Colony. The landing of the mails took from early morning until well into the afternoon, and the sorting staff was kept going until nine o'clock at night and even then had to leave over until this morning the sorting of the newspapers and also the English parcel mail which came by the *a.s. Rhesus*. In connection with this mail it is interesting to note that it has caught up the letter mail which left England at about the same time. The letter mail was dated July 1st, and the parcel mail June 30th, the usual difference of about a fortnight having been made up by the Blue Funnel boat.

As told yesterday, the long delayed mail from Canada came by the *Toyohasi Maru*, the *Kashima Maru* brought 350 bags from America, the *Tenyo Maru* brought mails also, the *Taiyuan* came in from Australia, the *Namang* brought the English letter mail, the *Rhesus* brought the parcel mail, and other small local boats helped to swell the consignment.

Of the letters arriving, nearly 8,000 were registered, necessitating the making out of receipts. The parcels mail, too, will mean a lot of work in this direction and the staff is faced with a very strenuous day-to-day. But this big arrival does not constitute a record, for about two months ago the local office received just over two thousand bags of mail in one day. That was the heaviest day known here, for, as yesterday, boats came in from all parts. The average number of bags received in one mail is about 200, and, as it can be seen what a heavy time these last two days have been for the staff. The week-end should be welcomed.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 2 3/4d.

COLOURED COSTUMES AT FUNERAL.

At a Richmond funeral recently the female relatives were, by the wish of the deceased, dressed in light-coloured costumes, and the males in black.

is in port has been raised in Glasgow Sheriff Court. In an action brought by John Doyle Valentine the sum of £26 5s. was claimed from Messrs. Gow, Harrison and Co., shipowners and brokers. Glasgow, on one of whose vessels the plaintiff was fourth engineer. Sheriff Lyrell found him not entitled to payment for overtime in respect of nights spent on board as officer in charge, when he did no actual work. In a "note" to his interlocutor the Sheriff stated that in a sense it was true that once a man was on duty he was at his work but the evidence was to the effect that an officer in charge in port merely went to his bunk. When a reasonable reading could be given to the ship's articles it would certainly be out of the question to adopt the fantastic suggestion that the plaintiff was to be entitled to 2s. 6d. an hour for sleeping on board. The case was appealed to the Sheriff Principal, who had adhered to the decision of the lower Court, and found the defendants entitled to the expenses of the appeal. The plaintiff's appeal was dismissed.

NOTICES.

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MY FORTY YEARS IN PRISONS.

[BY FRANCIS J. BOAIT.]

For the past forty years Mr. Boait has been a prison school-master at Portland, Wandsworth, Wormwood Scrubs, and Brixton. His experiences among the many notorious criminals he has met during his interesting career make a thrilling reading.

The greatest deprivation a convict has to endure is the enforced abstinence from tobacco, and many are the plots made to get a little smuggled into the prison.

Its slang term in prison is "snout," and a tiny piece will buy many "tokes," the prison term for the small loaf served out to convicts.

There are always men outside the walls willing to sell "snout" to prisoners at about eight times its market value if the transfer can be arranged. I know the price, because an inmate of my own house was once asked to do a little of this trafficking.

This was how it happened: The boundary wall of the yard of my quarters was the outside wall of the prison, and on the prison side of it was the blacksmith's shop where there was a large filter.

As our drinking water had become contaminated we were supplied from this filter, the water being brought to the back door by a convict, and delivered to our domestic. One day my wife brought me a small parcel which had been thrown over the wall into our yard.

In it was a love-letter to Mary Jane, a bone tooth-pick, and a long letter written to a prisoner by a well-cultured person.

CONVICTS' TRICKS.

The love-letter, after many expressions of endearment, told the girl that the tooth-pick, made out of a bone the convict had found in his ration of meat, was for her, and would she please write to the address heading the enclosed letter, and ask his mother to send her a sovereign.

With this money she was to buy half a pound of hard twist tobacco, and place it under a certain stone just outside the back door. The change she was to keep for herself.

On being questioned, our girl denied all knowledge of, or friendship with, the sender of the parcel, and if she had acceded to his request she would have been well in the spider's web, for the enclosed letter did not belong to him at all. He had stolen it from another man, and it was a cunning plan to get the tobacco for nothing.

A few years ago London was flooded with gilded sixpences, which did duty for half-sovereigns. There had been a new issue of sixpences, which, except in colour, perfectly resembled half-sovereigns.

This gilding idea was not at all a new dodge. Quite twenty-five years ago I was talking to a prisoner who was about to be discharged, and asked him what his prospects were. He said he only wanted five sovereigns as capital, and, with a pal to help him, he had a fine living in his hands.

This was to be his mode of procedure. He would take the sovereigns and cover them with silver gilt. On the top of this he would re-gild the coins with gold. He was now ready for work, and would go into a shop and buy five pounds worth of goods, paying for them with his five sovereigns.

When he had left the shop, and was fairly out of sight, his partner would enter and say he was a detective from Scotland Yard. Giving an accurate description of his pal he would ask if such a man had been there that day, saying he was a notorious passer of spurious coins.

On being told "Yes," he would ask to be shown the coins used for the purchase. Taking a penknife from his pocket, he would then carefully scrape away a part of the gold, exposing the silver gilt underneath.

It would appear, to the ordinary shopkeeper, that the coins were bad. They would be taken charge of by the false detective, in order that "investigations" might be carried out.

My friend, the convict, thought that with luck they might work this game at least twice a day, and thereby get a good living. I don't know if he ever tried his experiment, for I never saw him again after he left prison.

In 1898 I left Portland and joined the staff at Wormwood Scrubs. My work there was slightly different from that at Portland. The prisoners were no longer taught in the evening classes, but had individual attention in their cells.

One evening, just as the teaching staff were leaving the prison, a cab drove up, and there descended from it a tall, distinguished-looking man, dressed in the height of fashion. He was accompanied by another man in more ordinary attire.

On inquiry I was informed that he was Lord William Neville, who had that day been convicted of fraud and sentenced to a term of penal servitude. He took his punishment like a man, obeyed all the rules, and never gave trouble to anybody.

After being at Wormwood Scrubs between six and seven years, I was transferred to Wandsworth Prison, which is chiefly used for men who have short sentences to serve. It is quite common on a Monday afternoon to receive a batch of one hundred. These are the Saturday night drunk cases, who, in lieu of paying the usual fine of five shillings, prefer to accept the hospitality of the country for seven days. Sometimes when the week has half gone their friends bring half a crown to the prison and redeem the prisoner.

Many of those detained at Wandsworth are debtors. Some men, instead of paying their debts, prefer to serve a short time in prison. One man I knew always worked out his rates in this way.

These debtors are not like ordinary prisoners. They are kept by themselves, allowed to wear their own clothes, and may work or not, as they choose. It seemed very strange to an old convict official like myself to see their clean linen brought in on Saturday morning.

FIVE TRAGIC MINUTES.

It was at Wandsworth Prison that I saw a man hanged. He was a cheerful old fellow, and looked forward to his execution with perfect calm, his chief trouble being that he had a touch of rust in his toe. For this he took medicine right up to the morning of his death.

An execution is a very solemn business. No cells are unlocked until it is over, no work is attempted, and there is a Sunday morning hush over everything. Fortunately it does not take long. From the time the hangman enters the condemned cell until the drop falls is less than five minutes.

After an execution has taken place a coroner holds an inquest on the body, and a verdict having been returned declaring the sentence of the judge to have been carried out, the murderer is buried within the precincts of the jail.

In the wall surrounding this burial place at Wandsworth Prison are cut the initials of the dead lying there, amongst them being the notorious baby-farmer and murderer, Mrs. Dyer. Not far from her lie the bodies of two brothers. Neither of them was twenty-one years of age. They were hanged for causing the death of an old woman who kept a small shop at Brixton.

SPRAGS ON MOTORCARS.

A USEFUL PLAN.

We have seen one or two new cars lately on which sprags have been fitted, says an exchange. With horse-drawn vehicles the sprag is commonly employed as means of preventing the vehicle moving backward should a stop be made in ascending a steep hill. Some early cars had sprags fitted with the same object, but as breaking systems became more efficient most makers discarded them. This is rather regrettable, for the sprag on a motorcar has uses apart from the ordinary brake. One conspicuous advantage is that it enables the driver to start the car on a steep hill with the brakes released.

To accelerate the engine, engage the clutch, and release the hand or foot brake simultaneously is not always the easiest of operations. When a sprag is fitted this automatically comes out of action as the car moves forward. The simplest form of sprag consists of a bar hinged to the frame of the car and having a device at its lower end which engages with the road.

When out of action the sprag is usually held clear of the road by a cord. If the driver wishes to stop on a steep hill he should release the sprag before the car comes to a standstill. Should he wait until the car has begun to move backwards the sprag will either bring it up with a severe jerk or be over-run and become ineffective. A better and neater form of sprag that was fitted to a few cars consisted of a large pawl running over ratchet teeth cut on some revolving part of the transmission gear.

FRANCE'S LOST PRESTIGE
IN THE ORIENT.EXPLANATION DEMANDED
BY M. BRIAND.

The *Etclair*, which has succeeded in obtaining some details regarding the last sitting of the Foreign Affairs Committee of the Chamber, declares that it was after the intervention of M. le Nail on the subject of the situation in Syria and the activities of the Emir Feisal that M. Danielau demanded that M. Berthelot should be heard by the Commission with regard to the agreements concluded with the Emir, as also with regard to the future frontiers of Syria.

M. Briand demonstrated how difficult it was to arrive at a sane decision with regard to the Orient question, so long as the Foreign Affairs Committee had not received from the Government the necessary and indispensable information on the subject. Thus it was, because M. Millerand, who was quite within his rights, refused to allow General Franchet d'Espèrey to come to Paris to explain before the Committee that M. Briand was induced to demand the production of the reports and telegrams of the General.

It was necessary, as a matter of fact said M. Briand, to know exactly why France, who was just as victorious on the Salonica front as on the western front, had been able to lose in the Orient all the prestige of her strength. It was equally important to learn what led General Franchet d'Espèrey to leave Constantinople and to abandon to a British general a command which belonged to France. It was of the highest interest that members of the Foreign Affairs Committee should go and inform themselves on the spot, in Constantinople, as well as in Syria, regarding the exact situation which has been created for France.

This suggestion was finally adopted unanimously.

NOTICES.

GOLD STORAGE
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FILET SMOKED COD	"	600.
SMOKED SCOTCH SALMON	"	\$1.50
FRESH	"	\$1.00
also		
FRESH GRUYERE CHEESE	"	\$1.40
"PINEAPPLE" BACON	"	\$1.00
HAMS	"	\$1.00
"SHAMROCK" BACON	"	\$1.40

LANE, CRAWFORD & Co.

Delicious

Junket

can be prepared in a few minutes by using

Watson's

Freshly concentrated

Essence of Rennet

In bottles sufficient to make 32 pints.
60 cents each.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY.
Phone 15.

WHITEAWAY'S

GREAT SUMMER

SALE

WILL COMMENCE ON

Tuesday August 3rd.

For One Month

ENTIRE STOCK INCLUDED

The reductions at this GREAT SALE are generous and, as a lot of the goods we are offering were bought under favourable conditions, the prices at which we are selling them are in many instances LESS THAN MANUFACTURER'S COST TO-DAY.

BUY NOW & SAVE MONEY.

BARGAINS IN ALL DEPARTMENTS.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG

(Incorporated in England.)

STOP PRESS TELEGRAMS.

THE POLISH DEADLOCK.

LONDON CONFERENCE NOT ABANDONED.

London, August 4.
It is learnt authoritatively that Havas' report does not exactly represent the position. The abandonment of the London Conference is not definite, but is conditional on the decision of the British. A wireless note points out that if the Soviet claims to make peace with Poland direct, one of the main reasons for the London Conference is removed.

WARSAW IN DANGER.

London, August 4.
Warsaw appears to be in serious danger. To-day's Russian communique reports that Red troops, in the direction of Siedlitz, fifty miles east of Warsaw, have debouched on a 60 miles front, along the line of the river Bug, which is Warsaw's natural line of defence on the north and east. The communique adds that the river was crossed in several places after fierce fighting. Prisoners were taken. The seriousness of the situation may also be gauged from the fact that information reached London that the French and British Missions have evacuated Warsaw as well as Allied civilians.

LEAGUE OF NATIONS.

ARMAMENTS COMMISSION MEETS.

London, August 5.
The first meeting of the Permanent Armaments Commission, constituted by the Council of the League of Nations, is sitting at San Sebastian. Eight nations are represented, including Admiral Sir Somerset Calhorne and Commandant Groves (British) and Generals Watanabe and Itano and Captain Osami (Japan). The principal items for discussion are the question of the employment of poison gas as a weapon of war, and the question of a Convention as regards traffic in arms and munitions.

BRITISH WARSHIPS IN CRIMEAN PORTS.

MR. LONG GIVES THE REASON.

London, August 5.
In the House of Commons, replying to Commander Kenworthy as regards the reason for British warships being in Crimean ports, Mr. Walter Long said the Allies assumed responsibility for the evacuation, care and maintenance of a very large number of Russian refugees from the Black Sea Provinces who were fleeing from the Bolsheviks. Thousands had been encamped at Cyprus, Lemnos and in Egypt.

MINISTER OF MINES.

LORDS REDUCE HIS STATUS.

London, August 5.
In the House of Lords, during a discussion on the Coal Mines Bill, an amendment was carried by 23 votes to 23 against the Government, reducing the status of the proposed Minister of Mines to a Parliamentary Secretaryship of the Board of Trade. Supporters of the amendment protested against the multiplication of new Ministers.

THE "MESPOIT" FIGHTING.

DETAILS OF CASUALTIES.

London, August 5.
The War Office announces that the British troops attacked by Arabs at Hilla, mentioned on August 3, belonged to the 2nd Manchester Field Artillery. The casualties were twelve British killed, 25 wounded and 207 missing. The Indian troops had eight killed, 34 wounded and 81 missing.

HOME CRICKET.

London, August 4.
Notts beat Surrey by three wickets.

THE PROLETARIAT.

ORIGIN OF THE TERM.

A correspondent writes to Common Sense:—

"Nowadays, when the term Proletariat is coming into common use in antithesis to 'bourgeois', the story of the origin of the term is worth recalling. Aulus Gellius, a Roman writer of the second century A.D., describes in a vivid way his own researches into the meaning and derivation of a word which is as old as the seven hills of Rome itself. He tells us that it was holiday time in Rome, and that having nothing better to do, a group of literary men were listening to a recital of 'Ennius' Annals,' when the following curious sentence struck their attention. 'Equip the Proletarius at the public expense with shield and cruel spear, and let them keep watch over the walls, the city, and the Forum. Strange to say, no one knew exactly what the term Proletarius meant, except that Ennius had borrowed it from a still older authority, 'Twelve Tables of Roman Law,' which had been handed down from time immemorial. The company turned for explanation to celebrated lawyer who was present, but he, too, had to confess ignorance of the obsolete word. At last a passing

post, whose opinion they asked, gave them an answer. The Proletarius, he told them, consisted properly of the lowest class of property owners in the State, those who possess a capital of from 23 to 25 in some form, and are rated accordingly. Naturally, even in these early times, this amount represented no large fortune; and so, continued the poet, since property and capital took the place of hostages, and seemed to constitute, as it were, a stake in the country, and also served as a pledge of patriotism and an incentive towards it on the part of the owners, the Proletarius were never enlisted as soldiers, except in times of gravest crisis, because their property was small, and therefore, presumably, they would not fight so keenly. But if they were not expected to fight, or to lend their money to the State, there remained for them a subordinate task, that of producing children to fill out the gaps in civil life caused by the losses sustained by the State in war. Hence, according to Gellius, comes the secondary meaning of the term Proletarius—that is, 'producers of children.' The exemption of the Proletarius from military service was not, needless to say, maintained throughout Roman history; it was abolished by Marius in the first century before the Christian era, when the Romans were fighting with the Teutons and Cimbri.

IMPERIAL WIRELESS CHAIN.

HONGKONG IN THE SCHEME.

In their report, which was issued recently as a White Paper, the Imperial Wireless Telegraphy Committee state that the objects to be served by an imperial scheme of wireless communication are two, strategic and commercial. Strategic needs are common in a large degree to the Navy, the Army, and the Air Force. In many cases the same place will be a naval base, a military headquarters, and a centre of aviation. Such places would often be also commercial centres. Thus strategic and commercial needs will frequently be met by the same station.

The War Office presented to us, continues the report, a scheme calling for the construction of 22 main stations and 23 subsidiary stations, the total capital cost of which would certainly be many millions of pounds. We are of opinion that the chief military and Air Force needs will be met by the scheme necessary for commercial requirements.

THE MARCONI PROPOSAL.

The Marconi Company's proposal for a network of wireless communication to serve the needs of the whole British Empire is of a scope and magnitude never hitherto contemplated. It proposes the construction of 26 "main trunk stations," 50 "main feeder stations," 100 "local feeder stations," and 200 "small local stations," or no fewer than 350 stations in all. The personnel for these includes 10 "territorial managers," with status equivalent in time of mobilisation to the military rank of colonel, 20 superintending engineers (lieut. colonel), 30 first class engineers (major), 370 engineers (captain), 1,840 assistant engineers (lieutenant), 650 chief operators (lieutenant), 1,200 wireless operators (second lieutenant), and 2,300 operators (corporal), etc., making a total, without including the "considerable staff" of the general manager's office, of 17,170 persons, of whom 810 would be labourers and 2,500 boys.

The capital cost of the proposed scheme would obviously be very high. As regards annual expenses, the average remuneration of 13,650 persons (excluding the labourers and boys) could not at present rates of pay be below £400 a year, taking into account the necessary provision for pensions and head office charges, and the fact that a large number would be Englishmen living in tropical climates. This would give a wage bill of about £5,000,000 a year. The standing charges and maintenance costs could hardly be less than £1,500,000, making a total annual charge of £7,500,000. In other words, a sum of £144,000 a week would have to be received for wireless traffic before any profit could accrue. The Company furnish little information as to the traffic which they expect the stations to carry and as to the charges to be made for such traffic. Indeed, from this point of view, as well as from others, their proposals are of the vaguest possible character.

The Marconi Company propose that the Government should receive 25 per cent. of the net profits. Beyond pointing out that "net profits" is in any case an ambiguous term, compatible with the previous payment of past losses and of a percentage on capital, we do not examine this financial aspect of the proposal. The full development of the Company's scheme would leave no room for any further wireless service in or from the United Kingdom. The stimulus arising from competitive activity would tend to disappear; technical research would be discouraged; wireless technicians or operators could hardly look for employment outside the fighting services except in the Company's service.

SCOPE FOR PRIVATE ENTERPRISE.

We are of opinion that in order to secure efficient working an Imperial system, by whomsoever provided, must be protected from interference from other sources, and must therefore be a practical monopoly. But a State monopoly of this kind would not preclude private enterprise in other spheres of wireless activity. Wireless companies would still have an important sphere as manufacturers and in providing and operating ship stations, and they might, if desired, be granted concessions on suitable conditions for long-distance communications between British territory and foreign countries. Indeed, the provision of long-distance communication with foreign countries by commercial companies, and

NEW ADVERTISEMENTS.

THEATRE ROYAL THE FRAWLEY COMPANY

IN A SEASON OF THE LATEST AND GREATEST OF LONDON AND NEW YORK SUCCESSES.

TO-NIGHT at 9.15 p.m.

"IT PAYS TO ADVERTISE"

A Thousand Laughs in 3 Acts.

THURSDAY, Aug. 12th.	"A PAIR OF QUEENS" A farce in 3 acts. By Fred Jackson. The first time in Hongkong.
FRIDAY, Aug. 13th.	"THE 13th CHAIR" By Special Request.
SATURDAY, Aug. 14th.	LAST NIGHT "THE MAN WHO CAME BACK" This play is at present creating a furore in London.

Booking at MOUTRIE'S.

of long-distance communication within the Empire by the Government, might lead to a healthy emulation which would benefit both services. On the other hand, the grant of a practical monopoly, such as that asked for by the Marconi Company, excludes the State altogether.

COST OF PROPOSED SCHEME.

The capital cost of the scheme outlined in the report is estimated at £1,243,000, of which £853,000 would be payable by the Imperial Government. The total estimated annual traffic for the whole service would be about 10,000,000 words, producing a revenue of £325,000, of which £205,000 would be receivable by the Imperial Government. On balance, the opening years would show an annual loss of about £100,000, of which £63,000 would be payable by the Imperial Government, £20,000 by the Australian Government, and £17,000 by the South African Government.

RECOMMENDATIONS.

We recommend—

- (1) That a scheme of Imperial wireless communications be established connecting communities of the Empire by geographical steps of about 2,000 miles each.
- (2) That the wireless system employed be that involving the generation of radio-telegraphic energy by thermionic valves.
- (3) That the service of communication between London and Cairo by Poulson arcs shortly to be in operation by the Post Office be the first link in the chain of communication with the British communities in Africa, and that this communication be continued by a valve station near Nairobi, in East Africa and by the alteration of the ex-German station at Windhoek to a valve station to complete the connection with the Union of South Africa.
- (4) That for communication with India, the Far East, and Australia, valve stations be erected in England, near Cairo, at Poona (or other Indian station), at Singapore, at Hongkong, and in Australia at Port Darwin or Perth.
- (5) That similar communication be established by valve stations between England and Canada, subject to decision in conference between the Imperial and Canadian Governments.
- (6) That the stations be planned by a Wireless Commission of about four members, whose functions would probably cease with the completion of the stations, and that the construction of the stations be entrusted to the Engineering Department of the G. P. O. and the corresponding Dominion and Indian authorities according to the plans furnished by the Wireless Commission.

We find—

- (1) That an Imperial wireless scheme established in this manner would afford reliable, expeditious, and economical communication for commercial, social, and Press purposes throughout the Empire, and that it would meet essential Imperial strategic requirements.
- (2) That estimates of revenue and expenditures indicate an initial annual loss, after paying interest at 6½ per cent. on capital and allowing for complete amortization of buildings and plant within a proper period of about 2100,000, divided as shown between the Imperial

DEATH OF INDIAN PRINCE'S SON.

KILLED BY CHEWING BETEL NUT.

At Marylebone recently Mr. H. R. Oswald held an inquest on Iqbal Ali-Beg, 21 years, a cadet at the Royal Military College, Sandhurst, who died in a nursing home in Henrietta Street, W. The body of the deceased, who was the son of a well-known Indian Prince, Colonel Sir Mahomed Ali-Beg, Commander of the Forces in Hyderabad Deccan, was identified by Nawal Salaz Yung, late Prime Minister of Hyderabad, now staying at the Savoy Hotel. He said there were no relatives of deceased in England, and witness only arrived from India a few days ago. He then saw the deceased in the nursing home very ill. He was able to tell him that whilst at the theatre he swallowed a betel nut.

In reply to the Coroner the witness said the betel nuts were boiled in milk and then used to chew and swallow, as Americans did chewing gum. It was not sweet; it was an acquired taste, and absolutely harmless. Witness himself had eaten a pound in a day. Deceased told him that after swallowing the nut he had a difficulty in breathing, and consulted a doctor.

Dr. R. A. Young, of Harley Street, said when he examined the deceased he found a difficulty in breathing. X rays showed the presence of the betel nut in the right bronchi. Eminent specialists were consulted and portions of the nut were extracted. Afterwards he became worse, and an abscess in the lung was diagnosed. An operation was successfully performed for the removal of the abscess and the remaining portions of the nut, and although he improved for a time on Thursday he collapsed and died. The cause of death was meningitis following abscess of the lung set up by irritation from inhaling chewed betel nut.

The Coroner said everything possible had been done for the young man, and accorded a verdict of accidental death.

GRATITUDE FOR LONG LIFE. DEATH OF NOTED SPIRITUALIST.

Dr. James Heavy Hyslop, secretary of the American Society for Psychical Research, died recently of blood clot on the brain, following a long illness. Sir Oliver Lodge recently described him as the chief exponent in America on the subject for which the society was founded.

GOVERNMENT AND THE OTHER.

Government and the other Governments concerned, but that (a) this loss, which was to be expected, may reasonably be regarded as likely to decrease annually until after ten years the service will show a profit; (b) the system recommended is probably the most economical that will produce the results required and at the same time be in accord with present wireless science and future wireless developments; and (c) the small temporary loss is negligible in comparison with the Imperial benefits to be conferred.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

NOTICE.

CHINA COAST OFFICERS' GUILD.

Notice Of Removal.

The offices of this Guild will be removed on and as from September 1st, 1920 to the Mercantile Marine office (Shipping office) grounds at West Point.

W. E. KIRBY,
Assistant Secretary.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PRINCE LINE FAR EAST SERVICE.

From NEW YORK
The Steamship

"MONGOLIAN PRINCE"

Having arrived, from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Thursday, 12th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO.
Agents.

Hongkong, 6th August, 1920.

NOTICE.

KOWLOON CRICKET CLUB.

The next Alfresco Concert will be given in the grounds of the above Club on Saturday, August 14th, at 9 p.m. The Black Cats will re-appear with a change of programme assisted by a String Band. Admission \$1.00 Tickets at MOUTRIE'S or The Club.

A few reserved seats may be obtained at \$1.50, plan may be seen at Messrs. MOUTRIE.

MESDAMES.

LES MODES GINETTE.

DE LA MAISON C. BONNARDEL.

Most of the large selection of Hats imported from Paris having been sold, and not desiring to send the remainder back to Paris, the representative of the above firm, who is shortly returning to France, will sell the rest of this dainty new stock to the Ladies of Hongkong at cost prices.

HOURS 10 a.m. to 1 p.m.

4 to 6 p.m.
ALSO BY SPECIAL APPOINTMENT
Room 240, HONGKONG HOTEL

WANTED.

WANTED.—Expert, Efficient and Experienced public Stenographer seeks temporary secretarial position during morning hours. Reply immediately to Box 409 c/o "Hongkong Telegraph."

WANTED.—Light Chassis or Sidecar.—Write E. Newhouse, P.W.D.

WANTED.—House or Flat. Furnished or Unfurnished by Married Couple, Peak District. Apply Box 406 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—For immediate occupation 3 rooms suitable for offices on Queen's Road Central, near the bank. Apply Box 408 c/o "Hongkong Telegraph."

TO LET.—Furnished Bedrooms well aerated. Harbour view, central vicinity. Immediate occupation. Apply Box 407 c/o "Hongkong Telegraph."

TO LET OR FOR SALE.

Glenshiel, No. 141 The Peak, near Barker Road Tram station. Apply to Linstead & Davis, Alexandra Buildings.

FOR SALE.

FOR SALE.—One lawn and white bulldog. Pedigree. Aged 2½ years. Apply Box 410, c/o "Hongkong Telegraph."

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th August, 1920, at 12 o'clock (noon)

at their Sales Rooms, Duddell Street,
(for account of the concerned)

The Wreck of the
S.S. "CHIYO MARU"
as she now lies off the Lema Islands

Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

LAMMERT BROS.
Auctioneers.

Burglar & Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMMERT BROS.
Duddell Street.

THE BLUE FUNNEL LINE

REGULAR AND FAST SERVICES

LONDON SERVICE

(Direct)

"OANFA" 17th August London, Amsterdam & Antwerp
 "PROMETHEUS" 22nd August London and Hamburg
 "PROTESILAUS" 31st August London, Amsterdam & Hamburg
 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp
 "LYCAON" 20th Sept. London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ALCINOUS" 14th August Havre and Liverpool
 "BELLEROPHON" 22nd August Genoa, M'les L'pool & Glasgow
 "RHESUS" 2nd Sept. M'les, Havre and Liverpool
 "CYCLOPS" 11th Sept. Genoa, M'les, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

"IXION" 17th August Victoria, Seattle and Vancouver
 "TALTHYBIUS" 31st August
 "TYNDAREUS" 6th October

NEW YORK SERVICE

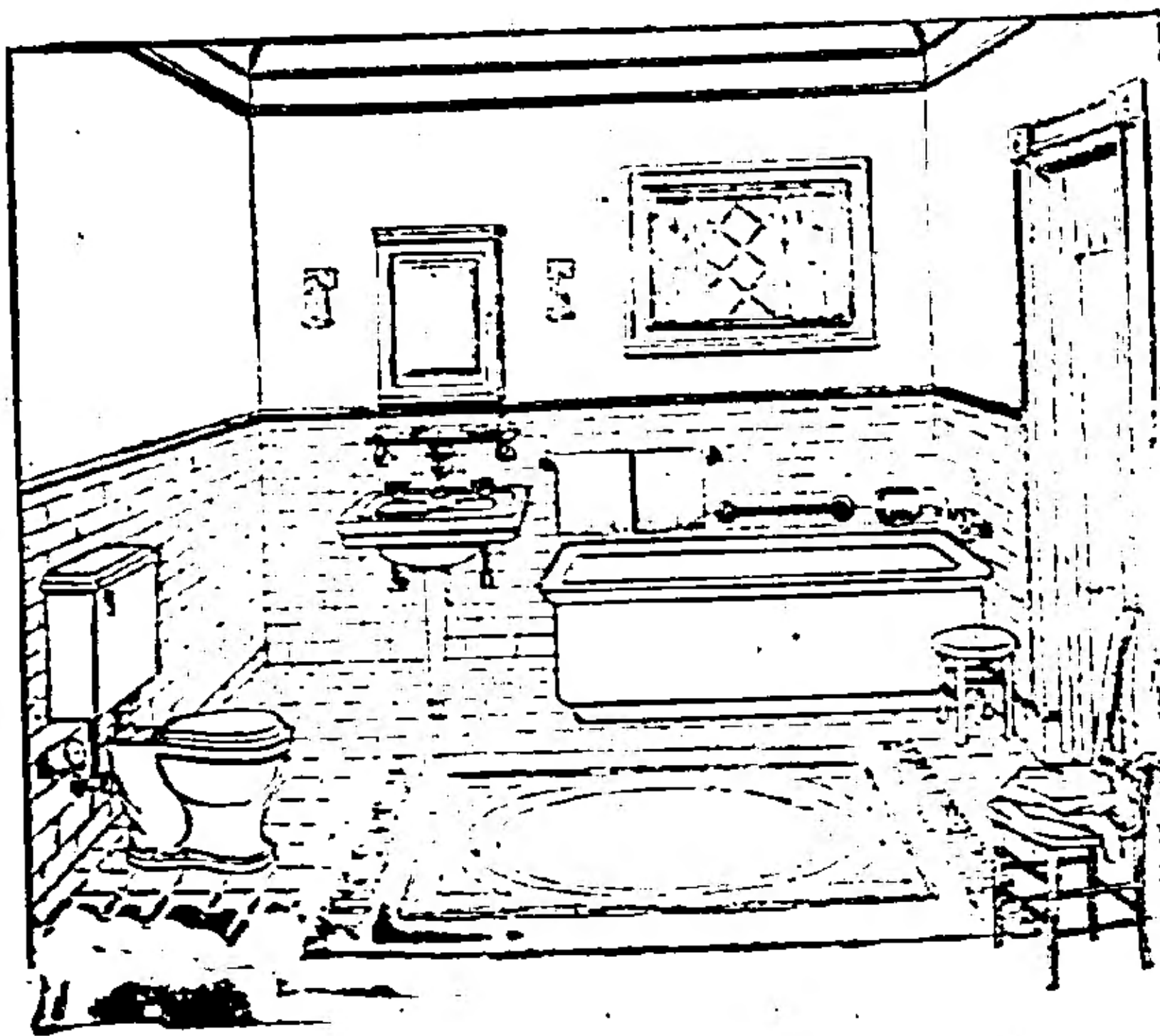
(via Suez or Panama)

As per Joint Service Advertisement on Page 9.

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AGENTS.



If you want a modern up-to-date Bathroom with fixtures from floor to ceiling call on us.

UNION ENGINEERING CO., LTD.

York Building.

Chater Road

"ELLERMAN LINE"**NOTICE TO CONSIGNEES.**

From HAMBURG AND ROTTERDAM.

The Steamship "SWAZI"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after 13th August will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 20th August 1920, or they will not be recognised.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 12th inst. between the hours of 10.45 a.m. and Noon by the Company's Surveyors Messrs Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE LTD.
General Agents,
Hongkong, 6th August, 1920.

NOTICE TO CONSIGNEES.**NIPPON YUSEN KAISHA.**

From EUROPE AND STRAITS.

The Company's Steamship

"CALCUTTA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 12th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents,
Hongkong, 5th August, 1920.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS.

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.31
 Manager ... K.329
 Secretary ... K.369
 Harbour Engineer ... K.38
 Telegrams "SEYBOURNE"

CONSIGNEES.**THE ADMIRAL LINE.**

The Steamship "PAWLET" having arrived from Portland, Oregon, via ports, on 1st August consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 6th inst. by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claim will be recognised after the goods have left the Godowns, and cargo undelivered on and after the 7th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents.
THE ADMIRAL LINE.
5th Floor, Hotel Mansions
Hongkong, 31st July, 1920.

NOTICE TO CONSIGNEES.

The Steamship

"INXSBRUCK"

From TRIESTE, VENICE,

ADES, COLOMBO, PENANG

& SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-siged on or before the 15th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD.,
Agents,
Hongkong, 2nd August, 1920.

CONSIGNEES.**NOTICE TO CONSIGNEES.****PACIFIC MAIL S.S. CO., LTD.**

S. S. "DOYLESTOWN"

From CALCUTTA via PENANG, SINGAPORE and SAIGON.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on August 9th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after August 10th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S. S. CO.
As Operators, U.S. Shipping Board.

Hongkong, 3rd August, 1920.

TOYO KISEN KAISHA.**NOTICE TO CONSIGNEES.**

S.S. "TENYO MARU"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS & MANILA.

From SOUTH AMERICAN PORTS via SAN FRANCISCO, HONOLULU JAPAN PORTS.

The above named Steamer having arrived, on Friday 6th. Aug., 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Friday, 13th August 1920.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Monday, 16th August 1920, at 11 a.m.

No Claims will be recognised after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever, will be effected.

Y. TSUTSUMI,
Manager.
Hongkong, 6th August, 1920.

NOTICES.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.
 LENGTH ON BLOCKS 750 FEET
 DEPTH ON CENTRE OF
 SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
 TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF
 LIFTING 100 TONS AT 70 FEET RADII.

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

CONSIGNEES.**NOTICE TO CONSIGNEES.****OCEAN STEAMSHIP CO., LTD.**

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer
 "RHESEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 6th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th Aug., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 26th Aug., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th August, 1920.

1814 ESTABLISHED 1914

JOHN HADDON

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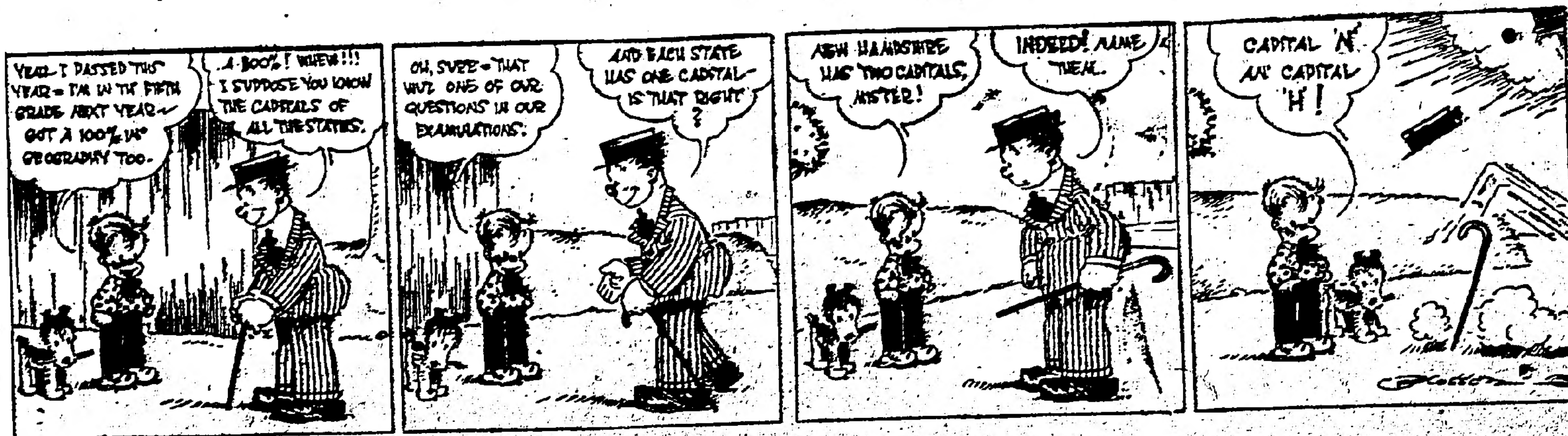
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Phone 16.

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Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$35 per annum. (Payable in Advance.)

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Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at and will be delivered to subscribers by the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

DEATH.

VAN MEINES.—At his residence, 174 Oostzeedyk, Rotterdam, on the 9th June, 1920, Henri van Meines, Jr., late Marine Superintendent of The Asiatic Petroleum Co. (South China) Ltd.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 7, 1920.

"SQUEEZE."

At the time of the month when most housewives are busy wrestling with the problem of how to pay the month's bills and yet have a few dollars left with which to carry on, it may not be inappropriate to pen a few words on the gentle art of "squeeze." Wife's feelings when the "boy" has raked in his due share of the market money prompt us to write on this very delicate subject, with the full knowledge that a more thoughtful consideration of the rights and privileges of "old custom" should warn us from treading on thin ice. But so be it, and, with all due *knechtke* to the "squeezers," join us, we hurry on to say the little that we have. It's one of those universal-interest subjects, anyhow; so perchance this little dissertation, inexact though it may be, will be read by all.

Now, everybody knows that the Hongkong housewife, when calculating her monthly expenditure, realises that she is not going to get full value for money. She reconciles herself to the fact that the "boy," as sure as his name is Ah Wong, will have his customary cunshaw, that he works hand in glove with the wily comrade, and that it is to his interest to keep the "book" as high as possible. These are some of the minor annoyances of life that have to be put up with. Proceeding from the humble to the sublime—if sublime it can be termed—the Chinese provincial official sets the example for his disciples in less exalted stations, with a more extensive but highly-refined system of palm-greasing. This is not to be regarded with reproach but to be considered by aspirants to official honours as the high-water mark of mandarins. In China, your first-class mandarin is an amateur at his job if he does not display great aptitude for nest-lining and for adding to an income already swollen beyond legitimate limits by discreet speculation in opium and arms. His underlings reverently look up to him for guidance in this highly profitable if not too laudable practice. So why wonder that "squeeze," with the sanction of tradition and official condoning, becomes almost a national god and be given a place in the niche of "old custom?"

Let us turn to another sphere. Business would be without the glamour it has acquired for a certain class had it not been for the opportunities it gives for "squeeze." In this branch of human activity there is ample scope for its exercise; indeed, "modern" business instincts in this part of the world often appear to demand the due recognition of the claims of "old custom." And, let us be perfectly frank, it is not merely the Chinese who become infected with the germs. We may like to think that native servants and the officials of China are the real and only ones who "squeeze." But is it really so? Of course, it isn't. All of us have heard of Europeans who look to their banking accounts being swollen more by cunshaw than by their salaries, and who would be disappointed if their calculations on this basis went awry. Take the case of the placing of contracts for big industrial jobs. Are the Chinese No. 1's the only ones who get their "squeeze"? Hardly. Who has not heard of Europeans in our docking and engineering establishments, and some even in Government service, making big money over and above their salaries? Another type of case came to our notice the other day. A firm secured a contract to do certain work on a ship. To get the tender, the firm cut the figure as low as possible. The job was done. But the man in charge of it was told that unless he paid this officer so much, and the other so much also, the work stood in danger of being regarded as unsatisfactory, with the consequent result that no other contracts would come the firm's way. What was that? Merely good old familiar "squeeze." And that's only one instance out of a thousand that could be quoted. No; it isn't only the Chinese who take "squeeze." We may like to think so. But it doesn't square with facts. The system flourishes most in the East, admittedly. Why? Is there something in the atmosphere that induces its growth? We don't know. We give it up.

NOTES & COMMENTS.

THE POINT OF VIEW.

We are a little amused at the way in which a suggestion in a recent "Notes and Comments" of ours has taken root, though not until it had travelled to Shanghai and back. The facts are these. On July 17 (it was at the time of the visit of "The Quanta") the writer was called upon to suffer the discomforts of evening dress at the theatre and thereupon made a suggestion in this column that the men folk of Hongkong would be well-rid of black clothes for evening wear in summer months if the ladies would only give permission. There's no need to repeat all that was said, for a Shanghai contemporary "spotted" it, wrote a few lines of introduction and then went on to give the said "Notes and Comments" word for word. Our friends of *The South China Morning Post* "spotted" what the Shanghai paper had to say and, a few days ago, reprinted the little article as though it were a Shanghai opinion of what should be done down here. One of the regular correspondents of our morning contemporary, then took up the matter in his yesterday morning's contribution, he also assuming that the idea was a Shanghai product. It really is weird how such little things get round, and of the changed significance they have when they come from an outside source. When *The Hongkong Telegraph* printed its first note it did not seem to have attracted much attention—that gives unkind persons a chance to say something, but there's a psychological side to the matter, as we shall see. But when a Shanghai paper reprints it (without saying where it came from) then it is taken up as being a great idea and is favourably commented on. Let a Hongkong man talk about Hongkong and he's not listened to; let a Shanghai man say the same thing and people down here are all attention. We see the same little demonstration of native indifference when we look at English musical composers. An English composer (until a few years ago at any rate) was ignored so long as he stayed in England and wrote under his proper name, but if he went to the Continent and chose a name ending in "sky" or "vitch" he was acclaimed a coming master. Our passing reference to theatre discomforts travels to Shanghai and becomes a general topic. Apart from that, though, we hope that sufficient note has been taken of it to make the idea operative. We should enjoy the theatre much more in ordinary lounge "whites."

THE SILENT BAND.

The summer is passing on and time will soon be when chilly evenings will drive us all indoors. We shall look to this summer as one being absolutely devoid of any outdoor entertainments, excepting those of our own private makings. All the talk about the desirability of a band playing in the Public Gardens has come to naught, and one might well ask "What has become of the Wilshire Band?" Certain it is that the public of this Colony has heard less of this band than of any other Regimental band that has stayed among us. Occasionally it might be heard playing outside its own Officers' Mess, we have seen it performing for Chinese marriages and funerals, we have heard it and danced to its strains at last winter's balls, but as regards any public performance the Colony might just as well have never known of it. It is general public knowledge that to engage the band for special occasions costs a lot of money; in fact, it costs so much as to make the hire of it almost prohibitive unless one is prepared to spend much more than has been customary. One of our readers is of the opinion that the band pays too much heed to cash considerations, and whilst no-one expects a band to perform at special engagements for nothing, we are inclined to think with him that in this case the monetary aspect is a little too emphasised. When the Regiment first came among us we gave its band a hearty welcome in the hope that the "musical drought" would be a thing of the past, but those hopes have never been realised and we are disappointed as must be the bulk of foreign residents also. Now, it's up to those in charge of the band to change the impression that has been formed. This is not just idle comment to fill up space, but is an attempt at a candid reflection of what a great

DAY BY DAY.

A CHEERFUL FACE IS NEARLY AS GOOD FOR AN INVALID AS HEALTHY WEATHER.—*Benjamin Franklin.*

The names of Mr. William Hall and Mr. John Sousa Moraes have been added to the list of authorised architects.

Rural Building Lot 150, situate on Barker Road, is to be sold by auction on August 23rd. It contains 21,960 square feet and the upset price is \$3,035.20.

Shaukiwan Inland Lot 454 is to be sold by auction at the P. W. D. Offices on the 23rd instant. It comprises 2,930 square feet and the upset price is \$2,930.

Tenders are being invited for reclaiming approximately five acres of the foreshore at Apichau and protecting the area so reclaimed by pitched rubble embankments.

Mr. R. D. Holt, in an interview in Canada, referred to the growth of Hongkong. He described the island as the centre of power in the Pacific. His fiscal freedom and its good government had attracted enterprising spirits.

The trooping season for India and the Far East will begin in September next. Save for drafts, details, etc., there will be no great movements of troops, the Imperial garrisons having been so recently re-garrisoned with troops from home.

The *Kok Herald*, in recording the death of Mr. Robert Brand, says he lost his life while bathing outside the break-water near the Yokohama A.R.C. boathouse with Messrs. W. H. Stewart and L. E. N. Ryan. It is supposed that he was seized with cramp.

We are asked to make it known that the Victoria Recreation Club bath is thrown open to ladies of the Colony who may care to use it on Mondays and Fridays from 10 a.m. to 1 p.m. and from 2 p.m. to 4 p.m.; and on Wednesdays from 6 a.m. to 8 a.m. and from 2 to 4 p.m. without fee.

The *Government Gazette* contains the following: The telephone number of the Royal Observatory is K99. Shipmasters may obtain the latest information available concerning storms on application at any time. Owing to the delay to which telegrams are now subject, noon is the best time at which to make such enquiries.

During July the average mean temperature, according to Observatory returns, was 82.6, the highest recorded being 93.1, on the 25th, and the lowest 75.9, on the 20th. There were 203 hours of sunshine and 24.04 inches of rain, the latter comparing with the July mean for the years 1884-1918 of 13.38. The average humidity was 83.

The monthly whist drive of the Wilshire Regt. Sergeants' Mess was held last evening in Murray Barracks. The fortunate players were—Ladies—1st, Mrs. Vosper (178); 2nd, Mrs. Burden (178); 3rd, Mrs. Holdman (173); 4th, Mrs. Blackford (159). Gents—1st, Sgt. Gaylard (175); 2nd, Mr. Massey (174); 3rd, Mr. Hayes (173); 4th, Mr. Dyer (128). The duties of M.C. were ably carried out by R.Q.M.S. Miller.

We regret to record the death, which took place on 9th June last, of Mr. Henri van Meines, Jr., late Superintendent of the Asiatic Petroleum Company in South China. It is not so long since Mr. van Meines left for home in the best of health and spirits, and the news of his death, which took place at his home in Rotterdam, came as a great shock to his countrymen in the Colony, to his colleagues in the A. P. office and to the engineering fraternity generally. Mr. van Meines was a capable superintendent and also very popular socially. It is understood that he went home on retirement.

many people think. Years ago, public performances by regimental bands were very frequent happenings, and in recent years concerts in the Botanical Gardens have been known. After all, this is a British Colony and the Wilshire are a British band. Then why cannot Britishers hear it sometimes?

1895. HONGKONG TWENTY-FIVE YEAR'S AGO.

(Compiled from the "Hongkong Telegraph" files for week-ending Aug. 14th, 1895.)

THE DOLLAR.

August 8th.—The rate of the Dollar, on demand, is 3s. 1-3/4d.

SOME BOARD.

August 8th.—Here is an interesting clipping from *Indian Engineering*—Municipal Vagaries.—The Health Officer of Calcutta is not, it would appear, the only authority in the Far East who is peculiar in his ideas as to the duties of his office and the conduct of business. In a recent issue of the Hongkong Telegraph we read: "The Sanitary Board, or rather what is left of that august body, met this morning, talked for about half an hour, did nothing that would justify us in delaying this issue to publish a report thereof, and then formally adjourned as per usual." For all the world like seven out of ten of the meetings of the Calcutta Municipality!

AN INDIGNATION MEETING!

August 8th.—The public indignation meeting convened by Dr. James Cantlie, and his partners, Drs. Harrigan and Stedman, was held at the Theatre Royal at noon to-day. It was the largest, most representative and thoroughly enthusiastic public meeting ever held in the Colony, and as such was in keeping with the terribly melancholy occasion which it was intended to commemorate and the grave issues involved in the settlement of the questions connected with the heartless massacre of missionaries—men, women and children—at Kuching, in the neighbouring province of Fukien, on Thursday, the 1st instant, harrowing details of which have been duly published in these columns. The Theatre was crowded by ladies and gentlemen of every nationality except Chinese.

ITS RESULT.

August 10th.—We are glad to learn that His Excellency the Governor forwarded the Resolutions passed at the Public Meeting held on Thursday last to the Home Government by wire early yesterday. The report in town last evening was that he refused to do so. Unable to obtain confirmation of the statement we refrained from commenting on it and simply recorded the existence of such a rumour.

FRAWLEY SEASON.

"Polly with a Past," presented by the Frawley Company at the Theatre Royal last night, was witnessed by a fair-sized but appreciative audience. A play scintillating with humour, it gains in effect by being performed by artists of the calibre of the Frawley Company. While giving our bouquets to the members of the cast, we have a special word of tribute to render in respect of the performance of Miss Vera Doria, who, in her assumed character of an "international siren," was all that could be expected of a charming personality whose rendition of the English language is invested with additional charm from the fact that it is strongly embellished with the Gaulic accent. It was therefore not surprising that in the story, she is depicted as capturing a heart in a quite unexpected quarter.

To-night, "It pays to Advertise" is the attraction.

WEST RIVER FLOODS.

KONGMOON INUNDATED.

Following the recent heavy rains, the West River has risen considerably and many villages are flooded. Kongmoon has especially suffered, many houses falling, killing the inmates in some cases. In places sampans conveyed people about the streets. Seeing the rushing torrents coming higher and higher many were glad to escape from the roofs and get on to something that would float them to safety. The train service has not been affected by the flood. Many rats of bamboo have been torn adrift and driven seaward.

THE LATE MRS. WALKER.

FUNERAL YESTERDAY.

The funeral of the late Mrs. Elizabeth Walker, wife of Captain E. Walker, of the s.s. Haiyang, took place yesterday evening and was well attended. Kowloon residents attending in number expressive of the esteem in which the deceased lady was held. Her sister in law, Mrs. Ellis Walker, and Mrs. Hammes were chief mourners. Lt. Higby, Messrs. G. Stark, D. C. Wilson, C. J. Higgins, botham, W. Jackson and S. H. Spalding were the pall bearers, and Rev. G. R. Lindsay, of St. Andrew's, Kowloon, read the burial service of the Church of England. For the bereaved husband the greatest sympathy is felt. His ship, the Haiyang, is running to Java for the J. C. J. L., and Capt. Walker will not be here before Monday. Mrs. Walker was 81 years of age, a native of Manchester. She had been seven years in Hongkong.

Many beautiful wreaths covered the coffin, including those from Captain Walker, "Dorothy, Clara and Dick," "Ellis and Babs," "Betty Jean," "Rosie," "Connie and Frances," the Captain, Officers and Engineers s.s. Haiching, "Little Barbara," Mrs. J. H. M. Nead, Madame Flint, Mr. and Mrs. R. J. Dixon, Mr. and Mrs. W. E. Douglas, Mr. and Mrs. W. J. Cooper and family, Mrs. F. J. Gellion and Miss Hobbs, Mr. and Mrs. J. M. McLeod, Mr. D. Neilson, Mr. A. J. M. Gomes, V. Ward, Mrs. F. Endell Rosser and Miss Rosser, Mr. and Mrs. S. H. Spalding, Mr. and Mrs. B. L. Frost, Mr. and Mrs. W. T. Elson, Mr. and Mrs. Purves, Mrs. W. J. Stokes, Mr. and Mrs. W. Higby, Chan Fai-yu, Mrs. D. Watling, Mr. and Mrs. C. J. Hammes, Mr. D. Wilson, Mrs. A. B. Bryson, Mr. and Mrs. J. M. Ramsay, Miss Annie Petersen, Mr. and Mrs. F. C. Duxon, Miss L. Stephens, Mr. C. J. Higginsbotham, Mrs. W. J. Edwards and Miss Edwards, Mr. C. R. Crispin, Mr. and Mrs. G. Stark, Mr. and Mrs. Churcher, Mr. J. Gibbons, Mr. and Mrs. Pope, Mr. J. Rodger, Mr. and Mrs. Wilton, Miss Logan, Mr. J. D. P. Mulder, Mr. W. McLeod, Mr. and Mrs. A. H. Stewart, Capt. and Mrs. Passmore, K. W. McBurney, Nellie A. Brownlee and M. Edna Wallace, Mr. and Mrs. W. J. Crawford, Mr. G. Harper, Mr. A. Jenkins, Captain Wetherell, Mr. A. M. Simpson, Mr. and Mrs. J. H. Underwood, Mr. J. E. Gomes, Mr. and Mrs. J. Wicheil, Mr. and Mrs. C. A. Mutton, Mr. and Mrs. J. S. Thomson, Mr. and Mrs. R. J. Southerton and others.

There is nearly always one bishop on the bench who enjoys more than his due share of attention in the press. In the mid-nineteenth century, for example, the exploits of the pugnacious Dr. Phillpotts, otherwise "Henry of Exeter," were continuously to the fore, while Samuel Wilberforce, of Oxford and Winchester, filled an astonishing place in the annals of the time. Magee became a headliner, while Bishop of Peterborough, and was good for more prominence still when he became Archbishop of York. Bishop Gore, alike at Birmingham and Oxford, was apt to provide frequent copy, though certainly not because he made use of opportunities for self-advertisement. There is nothing especially provocative above the ways of Dr. Hensley Henson, but he was marked by the newspapers long before he reached episcopal rank. Indeed, his words and deeds were on the whole more discussed while he was Canon of Westminster than they have been since he went to Hereford, despite the brisk fight waged over his appointment.

Gladstone, whose height has been discussed in Home papers, was not the tallest of our premiers. That distinction probably belongs to Lord Salisbury, who appears to have been a shade taller than his nephew and successor in the Premiership. As most biographers disdain to give anthropometrical details, it is impossible to class our bygone Premiers with exactitude according to height. Chatham, however, is described as "tall and imposing," and Pitt as "tall and slight," whilst Canning and Lord Grey were also above medium height. Earl Russell seems to have been the shortest Premier in our annals. "I met John Russell at Exeter," writes Sydney Smith in 1831. "The people along the road were much disappointed at his smallness. I told them he was much larger before the Reform Bill was thrown out. This brought tears into their eyes." Still, Russell was taller than some of his contemporaries among foreign statesmen, notably Thiers and Louis Blanc. Ludwig Windthorst, leader of the German Ultramontanes and for many years Bismarck's most formidable opponent in the Reichstag, was nearly two feet shorter than the Iron Chancellor.

HONGKONG TRADE.

REPORT ON IMPORTS.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, contain the following import reports:—

Cotton piece goods and fancy cotton goods.—The rise in exchange has roused piece goods, dealers to the extent of looking for something cheap, but apparently dealers in Fancies have not heard of the present dollar rate! In short the market remains lifeless. A few sales of pieces goods have been recorded. The Manchester market is quiet. Quotations like our own rates must be fictitious in such a stagnant market.

Cotton Yarn.—The substantial appreciation in exchange kept off buyers' and rendered values decidedly easier. Business was restricted to a few qualities to meet early requirements. Quotations are—No. 10-195/240, No. 12s \$210/243, No. 16s \$245/285, No. 20s \$270/320. Arrivals 5,500 bales. Sales 2,000 bales. Shipments nil. Unsold Stock 6,000 bales. Bargains 16,000 bales. Raw Cotton.—Values are nominally unaltered. Indian grades are quoted at \$37/41 while Chinese descriptions are \$41/47 per picul.

Woolens.—Small sale reported of Camlets. No business in other lines. Metals.—Market remains very dull, dealers show no interest in new business. Any offers for spot goods or parcels for near arrival, are much below replacing costs.

Flour Market Report.—Quotations.—American Patent \$4.80 per sack; American Out of \$3.65 per sack; American Straight \$3.65 per sack; Shanghai Flour 2nd, \$3.15 per sack; Australian No. 1 \$4.25 per sack; Australian No. 2 \$3.70 per sack.

TO-DAY'S MISCELLANY.

St. Andrews, which has an accomplished Principal by the death of Sir John Harkness, bears a closer resemblance to Oxford and Cambridge than any other Scottish university. The practice of delivering lectures of which the students take notes is said to have originated there. There is a story of an undergraduate who, when rebuked by a patriarchal professor for not taking notes, retorted that he possessed the notes taken by his grandfather. Unhappily, a similar legend is related about a former don of Christ Church, Oxford, who lectured for forty years on the ethics of Aristotle. It was at St. Andrews, too, that the custom of undergraduates residing within the college walls, as at our southern universities, lingered longer than elsewhere in Scotland. It ceased because the rooms were rarely repaired, and finally were allowed to become uninhabitable in the interests of the professors' Candelmas dividends. Andrew Lang once met an aged St. Andrews man who remembered the last undergraduate resident in college. He certainly "lived the simple life," for he did his own washing and cooking, and peeled his potatoes with his razor!

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There is at least one instance of lack of inches being pleaded as an excuse for declining office. When Sir Christopher Trelvorton was elected Speaker in 1597, he begged the House to allow him to decline the honour. "Your Speaker," he said, "ought to be a man big and comely, stately and well spoken, his voice great, his carriage majestic, his nature haughty, and his purse plentiful. But, contrarily, the stature of my body is small, myself not so well spoken, my voice low, my carriage of the common fashion, my nature soft and bashful, my purse thin, light, and never plentiful." However, he was prevailed upon to accept, and during his term of office (which lasted four years) composed the very beautiful prayer still read in the Commons at the opening of every sitting.

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NEW BISHOP OF VICTORIA.

CONSECRATION AT ST. PAUL'S.

The consecration of the Rev. Charles Ridley Duppy one of the secretaries of the Church Missionary Society, to be the Sixth Bishop of Victoria (Hongkong) took place on June 24, at St. Paul's Cathedral, under circumstances of unusual interest. Not only were four other Bishops consecrated at the same time, but the Archbishop of Canterbury was assisted in the ceremony by two other Archbishops and thirty-six bishops, representing all parts of the world.

The service was arranged to begin at 10 a.m., when a procession was formed. Hymn 353, "O Thou Who Makest: Souls to Shine," being sung as the choir, clergy and prelates, attended by their chaplains, took their allotted places. The Archbishop of Canterbury, accompanied by the Archbishop of Capetown, who read the Epistle, and the Bishop of London, who read the Gospel, began the service of Holy Communion.

After the Nicene Creed, which was preceded by the Minor Canon, the Archbishop and assistant Bishops were conducted to seats in front of the pulpit. The sermon was preached by the Very Rev. J. A. Robinson, D.D., Dean of Wells, from the text, "He laid His hands upon him and gave him a charge" (Num. xxvii, 23). The preacher emphasised the importance of the Apostolic Succession—or, rather, Successions—in the Early Church as the continuation in sacramental form of the well-established precedent of Moses imparting to his successor Joshua not only the Charge and the Function but also the Spirit and the Power to discharge them aright. The great lesson of history showed that episcopacy stands for unity, and, specially addressing the newly appointed Bishops, impressively reminded them of the responsibility soon to be theirs of leadership.

The sermon ended, the Archbishop took his seat in front of the Holy Table, and the Bishops-designate were severally presented to him by two Bishops. Mr. Duppy was presented by the Bishop of Bradford and Bishop Lander, late Bishop of Victoria. The King's mandates for the consecration were read by Mr. F. Hugh Lee, who also administered the oath of canonical obedience. The Litany having been sung with a proper suffrage for the occasion, the Archbishop put the several questions of examination to the Bishops-designate, at the conclusion of which, during the singing of Wesley's anthem, "Thou wilt keep him in perfect peace," etc., they put on the complete episcopal habit and returned to the step in front of the Archbishop's chair, where they knelt while the "Veni Creator" was sung over them.

Then ensued the most solemn imposition of hands. Owing to the large number of Bishops, only a selection in each case actually laid their hands on, while the others stood around with uplifted hand in token of participation in the consecration; the assistant Bishops being, in addition to the Epistoler and Gospeller and presenting Bishops, the Archbishop of Rupert's Land, the Bishops of Worcester, Bristol, Peterborough, Liverpool, Kingston, Dorchester, Bombay, Honan, Kwangsi and Hunan, George, Grahamstown, Kimberley, Kuruman, Natal, Zululand, Lagos, Southern Rhodesia, Mombasa, Accra, Jerusalem, the Coadjutor Bishop of Capetown, the assistant Bishop of Natal, and Bishops Gore, Ingham, Smith, Montgomery, and Smyth. The ceremony was also attended by the Coadjutor of the Legation in

THEFT ON LINER.

FILIPINO WHO WANTED TO DIE.

He had surrendered all his money to a lady friend when she saw him off the pier in Manila, said a Filipino to Mr. R. O. Hutchison this morning. He supposed that it was a feeling that he must have money that induced him to steal \$45 and over 100 yen from a cabin companion on the Tenyo Maru.

The Filipino, whose name is Andres, was charged with the larceny of the money and it was revealed in evidence that yesterday, whilst the Tenyo Maru was nearing the Colony, his two cabin companions left the money in a bag which they did not take the precaution to lock, as they assumed that the prisoner, being sea-sick in the bunk, was not capable of any mischief. They realised their mistake when, on returning to the cabin to pack up their luggage, they found the bag opened and the money extracted. The prisoner was searched and the money in notes was found stuck in his boots.

Addressing the Magistrate the prisoner said:—Will your Worship give me one more chance and forgive me my fault? I had a taste of gaol yesterday and I do not want to go back there. I want to die.

Apparently his Worship thought that if the prisoner had made up his mind to die, then he could just as well do it in prison as outside, for he passed a sentence of six weeks' hard labour.

In his statement the prisoner said that he came to obtain a job here with his cousin, named Andres Baleros.

Frank Lament, who lives at Broadwood Road, lost his bail to the Police this morning when he failed to appear in a charge preferred against him by Sub-Inspector Willis of essaying amorous advances against a Chinese woman by endeavouring to put his arm round her waist in Wyndham Street, last night. The complainant, who then had him charged, was a respectable Chinese lady residing in Wyndham Street.

the unavoidable absence of the Chinese Minister, Mr. Claude Severn, C.M.G. Colonial Secretary of Hongkong. Mr. David Landale, Mrs. Stabb, and Mrs. Randall Davidson.

In the afternoon the newly consecrated Bishop of Victoria presided at a meeting in the Board Room of the Church Missionary Society, supported by the Bishop of Bradford, Bishop Lander, the Rev. G. F. Wilson, of the Missions to Seamen Society, Preb. Stone, Rector of Chipstead, and others, to form an organisation to help him in his undertaking. Mr. Featherstone, of St. Paul's College, gave details of the Colonial work, and Dr. Gordon Thompson, of the medical, educational, and evangelistic side, the work among the lepers at Pak Hoi. Bishop Lander gave the latest news from the front, and showed he had evidently retired from the leadership with great regret.

A strong committee was appointed, with Mr. H. S. B. Holland as secretary. Among those present were the Bishop's grandmother, in spite of her 93 years. Mr. H. S. Lo, of Hongkong, and the Rev. J. E. Murphy. A number of friends were immediately enrolled and the Diocese takes a step forward in its tremendous task under the most hopeful auspices.

The Bishop has appointed as his commissaries the Rev. H. S. B. Holland, of the C.M.S., Canon R. Lavers Kemp, of West Didsbury, the Rev. G. C. Lunt, of Northampton, and the Rev. C. S. Wood, of Cambridge.

THE I. S. S. PREMIUM BONDS.

NEW FEATURES IN DRAWINGS.

The International Savings Society of Shanghai has introduced a new feature in their monthly drawings, that has created considerable notice among investors interested in Savings Accounts throughout the East.

With the I.S.S. Bonds each month 10 per cent. of the total number of bonds are repaid returns from the drawing of which the maximum return from any one drawing is \$2,000 and the smallest return \$12.

The number of I.S.S. bond-holders had increased to such an extent that the old way of drawing took considerable time. At the present they have more than 14,000 bonds in force and consequently more than 1,400 numbers had to be drawn.

By the new way of drawing now inaugurated, after the large returns are drawn then one more number is taken out and the terminal figure of that number designates all bonds that are to receive \$12.00 each, in other words, every bond which has the corresponding terminal figure of the numbered drawn, is returned \$12.00. The feature that is now attracting the attention of the public is the fact that if a person has ten bonds of which the terminal numbers are consecutive say from 1 to 10, then each month one of these bonds must receive at least \$12.00, or 10 per cent. of the amount paid in. At the same time all the numbers have an equal possibility of being returned one of the large amounts. Apart from the feature of the drawing at the maturity of each bond one is guaranteed a return of his full capital plus a share of the profits arising from investments, so that this latter fact combined with the monthly returns from the drawing make it an investment that it is not only safe and sound but unusually attractive.

Premium Bonds originated in France more than 150 years ago and though most people are quite vague as to their workings, yet if one is interested to the extent of inquiring into same he can readily see how these large returns paid out in the drawings are made possible. A fixed percentage of the money paid in by the bondholders is given out in the drawings while the balance less a small percentage for operating expense, invested at a certain minimum interest over a certain period, more than repays the amounts given out in the drawings. The leading financial experts in the world agree that France's wealth and prosperity before the War were the direct result of the popular desire for thrift and saving as induced by Premium Bonds. Not only in France but in most of the countries in Europe Premium Bonds are commonly used.

It is interesting to note that the I. S. S. of Shanghai during their 9 years of operation have issued bonds to the extent of 29 million dollars. It is a French Company incorporated under the French Legal Ordinances of July 24th, 1867 and July 24th, August 1, 1893. The Directors are Mr. R. Fano, H. Madier, and J. Beudin and M. Spielman are the Managing Directors.

A Head Office for South China has recently been opened in the Sun Building, Canton, with Mr. Leigh C. Winters as Manager for South China.—Canton Times.

"UP-TO-THE-MINUTE" MEN

are those who keep physically and mentally "fit" by judicious exercise, by the avoidance of excesses, and by watching that the system is always clean and in perfect running order. To such men, and women too, Pinkettes are of the utmost value because they prevent and cure constipation, that enemy to "fitness" which few can entirely avoid without cathartic aid.

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NOTICES.

DAIRY FARM NEWS.

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Selected Fillets - 60 cents per lb.
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25 cts. per tin.

RENT RESTRICTION BILL.

THE CASE OF BUSINESS PREMISES.

In Standing Committee of the House of Commons recently the Government were defeated on the Rent Restriction Bill.

Dr. Addison said the Cabinet had come to the conclusion that it must adhere to its decision that it did not see its way to incorporate business as such in the bill.

Mr. W. M. Graham, however, pressed to a division a proposal to make the bill applicable to business premises where they did not exceed a certain rent, and it was carried by 15 votes to 12.

This was a Government defeat and directly against the deliberation of the Cabinet.

Several amendments were discussed which tended to safeguard mortgages. These were admitted to be important, and on the promise of consideration by the Minister were withdrawn.

Dr. Addison moved an amendment making it clear that in rating the gross value of any house covered in clause 12 the rent shall be what the local authority would charge if the house were part of the local housing scheme and not necessarily an economic rent on the basis of the present cost of building. This was accepted and clause 12 added.

On clause 16 the Government accepted an amendment providing that where proceedings were taken under this Act in the High

Court which might have been taken in the county court only the costs on the lower scale should be allowed.

A new clause providing for restrictions on the recovery of possession in the case of a strike or lock-out was pressed to a division and defeated by 17 votes to 10.

Mr. John Davidson moved an amendment to clear up what was meant by employment in the case of a house being required for some person in the employment of the owner. Dr. Addison agreed to insert the words "whole time employment."

Dr. Addison admitted the hardship of exservice men who had given up their houses for military service, and agreed to Mr. Thomson's amendment that accommodation for the tenant in the same house on reasonable terms would be regarded as alternative accommodation.

Mr. Locker-Lampson moved an amendment directed against a landlord who only tried to regain possession in order to sell at a large profit. The Lord Advocate said the bill as it stood was sufficient safeguard against such cases, which would be "very rare." The amendment was withdrawn.

The Lord Advocate understood that the Government would consider an amendment to prevent a landlord voluntarily giving up a house in order to get possession of one already let.

Eventually the bill as amended was ordered to be reported to the House.

NOTICES.

J. T. SHAW

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Steamers	From Hongkong	Due Vancouver
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Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as complicated as on the Pacific. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such travel should be secured here.

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SHORE, U.S.A., ETC.

Atlanta M. N. Y. K.	Aug. 10
Siberia M. N. Y. K.	Aug. 10
Taiwan M. N. Y. K.	Aug. 10
Tony M. N. Y. K.	Aug. 12
Monteagle M. N. Y. K.	Aug. 12
West Ivan M. N. Y. K.	Aug. 12
West Montop L. A. Co.	Aug. 12
West Cadron R. D. Co.	Aug. 12
Mexico M. N. Y. K.	Aug. 13
Penang M. N. Y. K.	Aug. 13
Alcinous M. N. Y. K.	Aug. 14
Lahore M. N. Y. K.	Aug. 14
Tokyo M. N. Y. K.	Aug. 15
Greenland S. & D.	Aug. 15
Saucon M. N. Y. K.	Aug. 15
West Campgaw P. S. Co.	Aug. 15
Kalyan M. N. Y. K.	Aug. 15
Grace D. R. D. Co.	Aug. 15
Ixon M. N. Y. K.	Aug. 17
Takada M. N. Y. K.	Aug. 17
Eastern M. N. Y. K.	Aug. 17
Canfa M. N. Y. K.	Aug. 17
Aki M. N. Y. K.	Aug. 18
Nanking M. N. Y. K.	Aug. 19
C. of Spokane P. & O.	Aug. 19
Tenahira M. N. Y. K.	Aug. 20
Shidzuoka M. N. Y. K.	Aug. 20
Bellerophon M. N. Y. K.	Aug. 20
Africa M. N. Y. K.	Aug. 21
Coastal P. S. Co.	Aug. 22
Protheus M. N. Y. K.	Aug. 22
Bellerophon M. N. Y. K.	Aug. 22
West Hika M. N. Y. K.	Aug. 23
Delight M. N. Y. K.	Aug. 23
Akats M. N. Y. K.	Aug. 25
E. of Russia C. P. O. S.	Aug. 25
Plassy M. N. Y. K.	Aug. 26
Birmingham M. N. Y. K.	Aug. 27
Nile M. N. Y. K.	Aug. 28
West Ison M. N. Y. K.	Aug. 29
Kanagawa M. N. Y. K.	Aug. 30
Takhybus M. N. Y. K.	Aug. 31
Tuba M. N. Y. K.	Sept. 1
Shinyo M. N. Y. K.	Sept. 6
Ningchow M. N. Y. K.	Sept. 6
Alpe M. N. Y. K.	Sept. 7
Chicago M. N. Y. K.	Sept. 9
Kansas M. N. Y. K.	Sept. 10
Fushimi M. N. Y. K.	Sept. 11
Egmont M. N. Y. K.	Sept. 12
Vinita M. N. Y. K.	Sept. 15
Easterling M. N. Y. K.	Sept. 15
Cape May M. N. Y. K.	Sept. 15
Bravo Coeur M. N. Y. K.	Sept. 15

JAPAN, COAST PORTS, ETC.

Haisang J. M. Co.	Aug. 7
Tihini J. C. J. L.	Aug. 7
Hanyang B. & S.	Aug. 7
Tean B. & S.	Aug. 8
Cheongshing J. M. Co.	Aug. 8
Kaijo M. N. Y. K.	Aug. 8
Hailong D. L. Co.	Aug. 10
Chusan B. & S.	Aug. 10
Hinsang J. M. Co.	Aug. 10
Shantung B. & S.	Aug. 10
Choyssang J. M. Co.	Aug. 10
Kneichow B. & S.	Aug. 10
Sobu M. N. Y. K.	Aug. 12
Nagato M. N. Y. K.	Aug. 12
Japan P. & O.	Aug. 12
Sunning B. & S.	Aug. 12
Haiyang J. C. J. L.	Aug. 13
Hailong J. M. Co.	Aug. 13
Penang M. N. Y. K.	Aug. 13
Yuenang J. M. Co.	Aug. 13
Hangsang J. M. Co.	Aug. 13
Laisang J. M. Co.	Aug. 14
Taklang J. M. Co.	Aug. 14
Hailong J. C. J. L.	Aug. 17
Tileboat J. C. J. L.	Aug. 19
Luzon M. N. Y. K.	Aug. 20
Tikembang J. C. J. L.	Aug. 20
Tango M. N. Y. K.	Aug. 21
Easton P. & O.	Aug. 29
Tangshing J. M. Co.	Aug. 31
Tisondan J. C. J. L.	Aug. 31
Shien M. N. Y. K.	Sept. 1



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S.S. WEST HIXON	Oct. 7	S.S. WEST HIXON	Oct. 10

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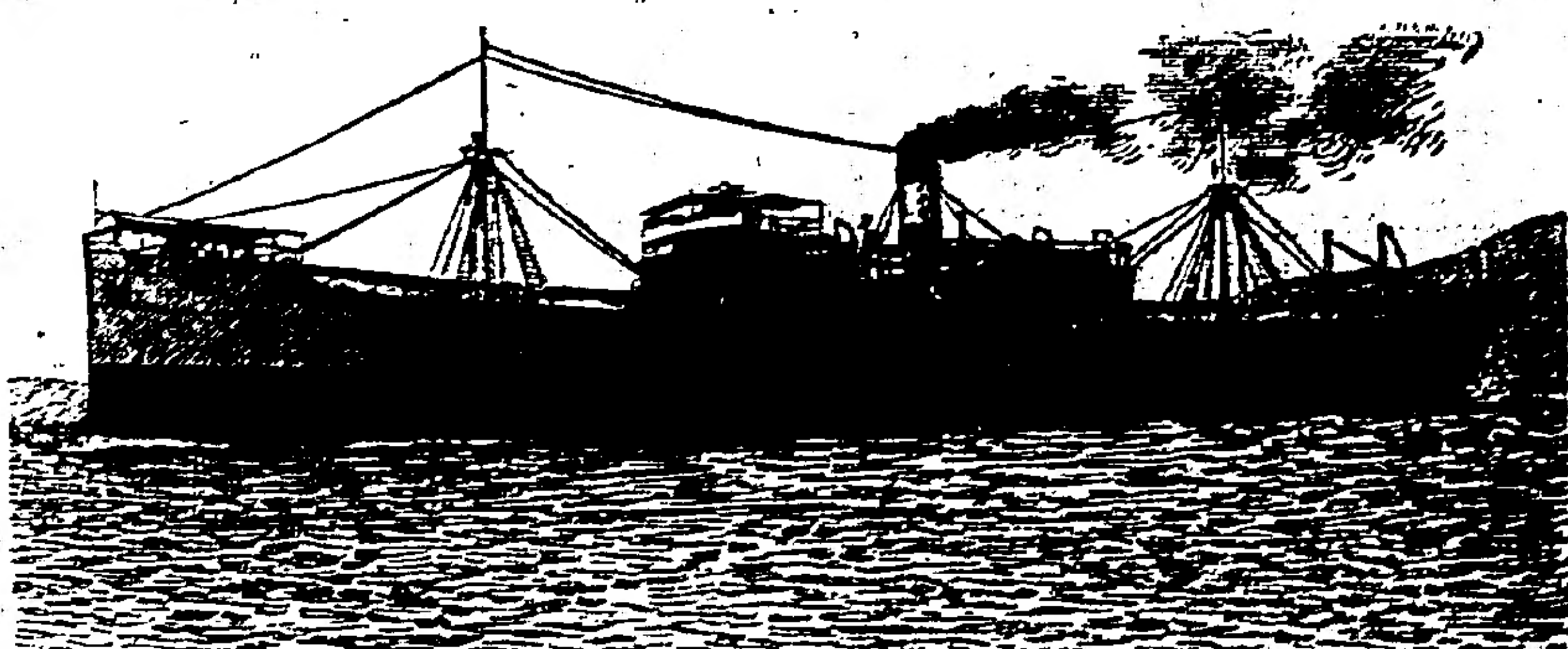
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EASTERN	4,000	17th Aug.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SHIDZUOKA MARU ... Friday, 20th Aug. at noon.

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KANAGAWA MARU ... Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 18th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via Suez Canal.

AKITA MARU ... Thursday, 25th August.

SOUTH AMERICAN PORTS via S'pore, R'gon, Calcutta & Cape.

PENANG MARU ... Friday, 13th August.

BOMBAY & COLOMBO via Singapore.

TEXSHIN MARU ... Friday, 20th August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Friday, 13th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 21st Aug., at 11 a.m.

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NAGATO MARU ... Thursday, 12th Aug.

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Halang	Java	8th Aug.	13th Aug.	Java.
Tjileboet	Java	14th Aug.	19th Aug.	Yokohama.
Tjikembang	Japan	16th Aug.	20th Aug.	Java.

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"CHICAGO MARU" ... Thursday, 9th September.

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"LUDON MARU" ... Friday, 20th Aug.

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"SHISEI MARU" ... Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUSAJINI MARU" ... Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" ... 21st August.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... Thursday, 9th Sept.

JAPAN PORTS—Mojik, Kobe, Yokkaichi & Yokohama.

"INDUS MARU" ... Thursday, 5th August.

NEW ORLEANS.

"BORNED MARU" ... Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAUD MARU" ... Sunday, 8th Aug.

TAKAO via SWATOW & AMOY.

"SOSHI MARU" ... Thursday, 12th August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	6th Aug.	10th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS**UNITED KINGDOM AND CONTINENT.**

For	Steamer	Sailing
LONDON	"KANSAI"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

NEW YORK via PANAMA CANAL.

S.S. "EGREMONT CASTLE"

Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO LEVANT, BLACK SEA & DANUBE PORTS

via SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" Sailing on or about 9th August.

S.S. "INNSBRUCK" Sailing on or about 6th September.

S.S. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between.

JAPAN, HONGKONG & JAVA.**OCEAN TRANSPORT CO., LTD.**

(TAIYO KAIJUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines, connecting with a.s. "UMONA" sailing from CALCUTTA on or about 30th August.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
TIENSIN via W'wei	Cheongshing	Sun., 8th Aug. at d'light
SHAI & Tiao via S'ow	Choysang	Tues., 10th Aug. at d'light
HAIPHONG via Hoihow	Takang	Tues., 10th Aug. at 3 a.m.
SANDAKAN	Minsang	Tues., 10th Aug. at noon
STRAITS & Java	Chunsang	Tues., 10th Aug. at 3 p.m.
SHANGHAI	Hangsang	Fri., 13th Aug. at d'light
MANILA	Yangsang	Fri., 13th Aug. at 3 p.m.
STRAITS & Calcutta	Laisang	Sat., 14th Aug. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNED LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on 14th August, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
NEWCHWANG	Hanyang	7th Aug. at d'light
SHANGHAI & TSINGTAO	Teas	8th Aug. at d'light
AMOY, SHAI & PUKOW	Shantung	10th Aug. at 10 a.m.
SWATOW & BANGKOK	Chusan	10th Aug. at noon
WEIHAIWEI, CHEFOO and		
TIENSIN	Kueichow	10th Aug. at 4 p.m.
SEANGHAI	Sunning	12th Aug. at noon

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Aug. 6, 1920.

DOUGLAS STEAMSHIP CO., LD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Halilong	J. S. Thomson	TUES., 10th Aug. at 2 p.m.
Haiphong	W. C. Passmore	FRI., 13th Aug. at 2 p.m.
Haiching	A. H. Stewart	TUES., 17th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	27th Aug.
"BIRMINGHAM CITY"	via Suez	27th Aug.
"HONGKONG"	via Suez	6th Sept.
"CITY OF DUNKIN"	via Suez	20th Sept.

Steamers proceed via Cape of Good Hope or Panama Canal, at Owners' option.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.**HONGKONG & CANTON REISS & CO. CANTON.****MOVEMENTS OF STEAMERS.**

The N. Y. K. s.s. TALAN M. (Bombay Line) left Bombay for this port on the 23th July and is expected here on the 13th Aug.

The N. Y. K. s.s. DAKAR M. (Hamburg Line) left Rotterdam for this port via Suez on the 21st July and is expected here on the 3th Sept.

The s.s. KNIGHT OF THE GARTER (Blue Funnel Line) left Liverpool on 24th inst. for Hongkong and is due here on 1st September.

The N. Y. K. s.s. TANGO M. (Australian Line) left Sydney for this port via Suez on the 21st July and is expected here on the 30th Aug.

The s.s. METHVEN left Hongkong 1st Aug. and is due at Singapore on 7th Aug. a.m.

The N. Y. K. s.s. ATSUTA M. (European Line) left Kobe for this port via Moji and Shanghai on the 31st July and is expected here on the 8th August.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 23th July and is expected here on the 12th Sept.

The Ben s.s. BENARTY from Hull, Middlesbrough & London, left Singapore, for this port on 2nd inst. and may be expected to arrive here on or about 8th Aug.

The R. M. S. EMPRESS OF RUSSIA left Vancouver for Hongkong via Japan ports, Shanghai and Manila, on the 29th July and is due here on or about 18th Aug.

The N. Y. K. s.s. MISHIMA MARU (European Line), left London for this port via Suez on the 31st July and is expected here on the 8th Sept.

The s.s. SUNNING left Shanghai 5th August (via Amoy). Due Hongkong on the 9th inst.

The N. Y. K. s.s. PENANG M. (South American Line) left Kobe for this port via Moji on the 5th August and is expected here on the 12th August.

The N. Y. K. s.s. TOTOMI M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 5th August and is expected here on the 23th Aug.

The P. & O. s.s. PLASSY left Singapore for this port on the 6th inst. at 8 a.m. and is due here on the 11th inst. at about 6 a.m.

The R. M. S. MONTEAGLE arrived at Shanghai on 4th Aug. p.m. left there 7th Aug. a.m. and is due at Hongkong on 10th Aug. a.m.

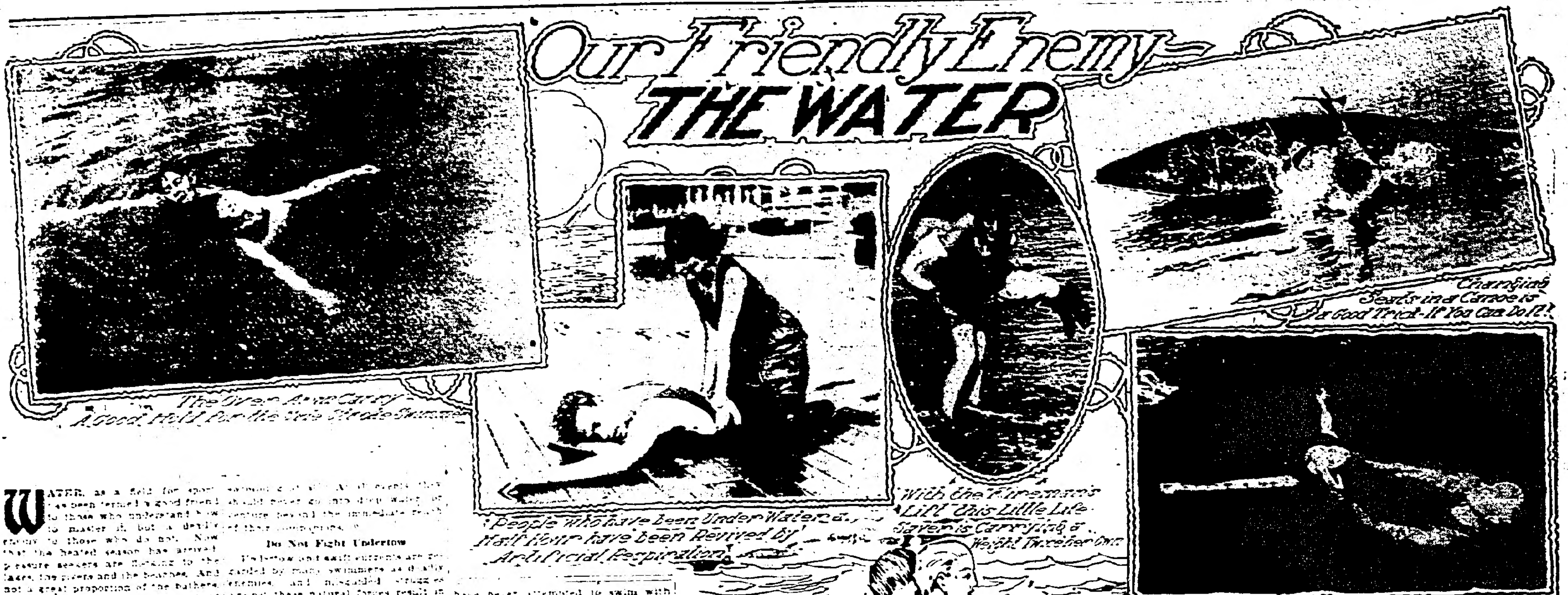
CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING.

Union Church (Kennedy Road), Sunday, August 8th.—Services conducted by the Rev. G. J. Williams. Order of Service—11 a.m. Hymn: 80; Prayer and Lord's Prayer; Psalm: 26, Verse 510; Lesson: I John V: 1-9; 129; Prayer; Notice and Offertory; Hymn: 197 (1st Time); Sermon: "The Validity and Value of Faith" (In modern times the legitimacy of Faith has been systematically denied, and its honour has fallen under suspicion; but a strong reaction has set in. The Aim of this Sermon will be to show the Validity and Value of Faith.) Hymn: 341; Benediction. Order of Service 6 p.m.—Hymn: 22 (Tune 46); Prayer and Lord's Prayer; Hymn: 95; Lesson: 1 Corinthians II; Hymn: 191 (1st Time); Prayer; Notice and Offertory; Hymn: 264. Sermon: "The Seeming Unreality of the Spiritual" (To many people the Spiritual seems shadowy, spectral, evanescent, Sermon Aim: To show how the mind may escape this haunting sense of unreality.) Hymn: 351. Benediction.

St. John's Cathedral, Hongkong, 8th August, 1920, 10th Sunday after Trinity—Holy Communion (7.50 a.m.); Matins (11 a.m.); Responses: Ferial; Venite: Tulle (18th Venice); Psalms: 53 (Goss); 54 (Wicks); Te Deum; Woodward, Smart, Tulle; Jubilate: Burrows (12th Venice); Anthem: "Lo, this is our God"; Sullivan; Hymn: 210; Litany (12 noon); Evensong (6 p.m.); Responses: Ferial; Psalms: 51 (Fenton); 52 (Elvey); Magnificat: Smart; Hymn: Dimittis; Wickes (10th evening); Hymn: 112, 207, 307. The Peak Church—Evening service will be held in the Peak Church on the last four Sundays in August, at 6 p.m.; There is Holy Communion in

TO-DAY'S PICTURES.



WATER, as a field for sport, has been termed a good friend to those who understand how to master it, but a deadly enemy to those who do not. Now that the heated season has arrived, pleasure seekers are flocking to the lakes, the rivers and the beach. And not a great proportion of the bathers, careless and careless, are expert at swimming. The water will take its summer toll this season, as it has in the past.

Statistics show that there are annually more than six thousand drownings in the United States. Less than one per cent. of these casualties are by suicide. The rest are accidents, and many of them might be prevented if there were a more general knowledge among the public concerning life-saving and first-aid principles.

When NOT to Go in the Water.

While it may not be possible for all vacationists to take instruction courses in life-saving and first-aid, there are certain principles whose observance when on, in or near the water may prevent unnecessary casualties. All summer long the newspapers mention the deaths of swimmers from cramps. There are two great reasons for casualties from this cause, both of which may be guarded against by the exercise of plain common sense. A bather should never go into the water when over-fatigued, nor immediately after eating. After a meal there should be an interval of two hours.

Severer hazard is the case of more than a few drownings every summer. A swimmer boasts of his endurance, and goes on swimming when close to exhaustion, rather than to publicly acknowledge his fatigue by going out of the water. Exhaustion comes suddenly, and down he goes, before his companions suspect that anything is wrong. Persons who have heard reports are cautioned against indulging in

Do Not Fight Underwater

The law of self-preservation is the guiding principle of many swimmers as a rule, and it is a natural force which results in many deaths. The wise swimmer, if caught in an undertow or swift current, does not fight it but allows himself to be carried along, knowing that if he holds his breath and his nerve, the sweep will carry him to the surface.

Suddenly taking in a quantity of water is always a source of panic to the novice at swimming. Before going in at all, the beginner should have impressed on him the importance of keeping his windpipe of water-level before trying to swim. This unexpected "rain point" of water into the lungs is often caused by stepping into a hole in what seems to be shallow water. Wading in with the arms above the head is a pretty poor, but if a hole is encountered the bather drops like a plummet, and is not in readiness to stroke. When wading on a strange bottom, the bather should always be ready for emergencies.

These precautions are of a very elementary nature, but the most important of them, of course, is that the bather should be on his guard. The water is a hazardous playground for those who are unable to take care of themselves in it. But bathers are not the only ones who figure in each summer's water tragedies. When people go in swimming, they are on their guard. They are conscious of the danger that attends the novice.

Canoeists Should Be Swimmers

More hazardous by far is canoeing, the most popular and the most dangerous of all water sports. Thousands of people go out in canoes who

have never attempted to swim with their clothing. Thousands more trust their lives in these temperamental craft who could not swim even if unencumbered by their clothes. The terrible loss of a canoe and a moonlight night have been responsible for some frightful drowning tragedies.

There is nothing chivalrous about a man taking a girl for a canoe ride if she cannot swim. Even if he is an expert in the water, the responsibility is one that he has no right to voluntarily assume. The canoe is a plaything for competent swimmers, and all others should keep away from it.

Paddling is no small trick in itself. The paddling paddler is a constant source of danger. The canoeist who knows how, either kneeling or sitting on the floor when he paddles. He watches the waves and takes them all head on, unless he is maneuvering for a spin. He keeps a close watch, too, on all passing craft, and keeps on the alert for unexpected currents.

Changing seats in a canoe is a good stunt for a water carnival, when a ducking is part of the game. But sometimes this feat is attempted by the uninitiated, with results that are invariably topsy-turvy. For many years the canoe papers have classified the foot-wrecked-the-boat-along-with-the-man-who-didn't-know-how-to-load. But people go on rocking boats and attempting to stand up in canoes, and the water mortality statistics thrive accordingly.

To Break "Death Grip"

It is not always the expert swimmer

the one who holds speed or long distance records, or who can do the greatest number of fancy strokes—who is of the most value to his or her hapless companions in the water. The efficient life-saver is the one who knows the principles of handling drowning or unconscious persons in the water, avoiding and escaping from "death grips," bringing patients ashore, and administering artificial respiration if necessary.

There is one danger in the water that even the best of swimmers are never free from the fear of. It is a danger that accounts for more than a few drownings every year that could have been prevented if the potential life-saver had known how to manage the situation. That danger is the "death grip" of the panic-stricken swimmer. There is unfortunately a good deal of popular belief that the only way to break a death grip is to kick or punch the drowner in the face.

A properly informed swimmer knows that this strenuous treatment is not necessary. He knows, moreover, how to conduct himself in the water so as to guard against being

caught in a strangle hold or other death grip. The idea is to approach the victim in such a way as to take a safe hold before he can seize the rescuer. But if by chance the drowning person does get a dangerous hold, knowledge of technique in getting loose is more helpful than mere brute strength. Even a weak swimmer can clear himself from a death grip, if he knows how, and at the same time save the patient. Here are some concise tips on accomplishing a release from a straggler and getting a control of his body:

If clasped by the wrists, turn the lever of your arms against the danger that accounts for more than a few drownings every year that could have been prevented if the potential life-saver had known how to manage the situation. That danger is the "death grip" of the panic-stricken swimmer. There is unfortunately a good deal of popular belief that the only way to break a death grip is to kick or punch the drowner in the face.

quickly as possible.

The Back Strangle

The back strangle hold sometimes occurs when a canoe overturns and is bothersome to break. First guard your throat by putting your chin down to cover it. Then read water until you get a good breath. Let yourself go under, and pull against the holder's wrists to separate his hands. If this pull does not break his hold, thrust your hips back against his abdomen with a sharp bump and bear your head back against his nose. Back out, under and behind him, retaining hold of his right arm. Then bring him in with any rescue method.

After The Rescue

Life-saving records show that even persons who have been under water from fifteen minutes to a half hour, and apparently drowned, can be restored to consciousness by the proper first-aid methods. Artificial respiration should be administered in the open air. The patient is laid face downward and the arms raised to the level of the shoulders, or higher, and the face turned to one side, as choking.

indicated in the photograph. Remove any foreign material from the mouth. Kneel astride the patient's body at the level of the hip joints. Place your hands, palms down, over the floating ribs, thumbs on each side of the spine, parallel to the spinal column. Hold your arms stiff, lean your weight forward on the ribs and count six. Then suddenly remove your weight, which relieves the pressure—holding the hands in position, however—and count four.

Repeat this process in regular rhythm, administering about fifteen pressures a minute. Continue for at least an hour, unless breathing is restored within that time. Keep the patient's face turned in a downward direction, so that the tongue will not obstruct the throat. This procedure is recommended not only for drowning, but for gas, smoke and electric shock.

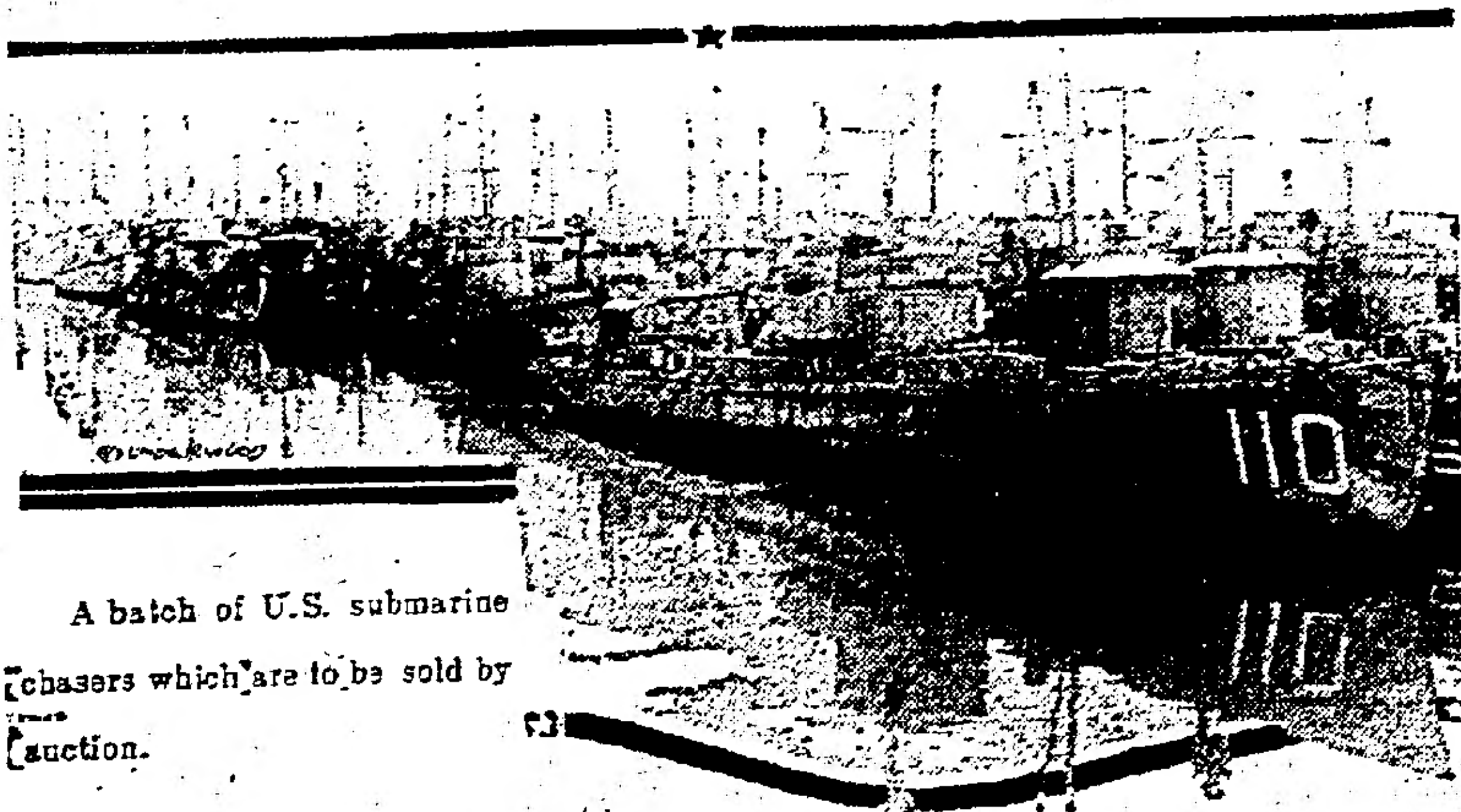
When the patient begins natural breathing, cover him with blankets and rub the body upward in the direction of the heart, under the blankets, to help restore warmth. When the patient is laid patient can swallow, a little hot coffee may be given, but no drink should be administered while there is danger of

MISS MEGAN LLOYD GEORGE.



Daughter of the Prime Minister, who is one of the season's debutantes.

FOR SALE.



A batch of U.S. submarine chasers which are to be sold by auction.

LAND GIRLS.



Students of the U.S. Land Service Bureau, who are to help the farmers this year.

PICTORIAL SUPPLEMENT.



The late Mr. R. A. Brand, who was recently accidentally drowned at Yokohama.



Photo: Tientsin Press.

Ancient bridge in the Botanical Garden at Peking.



The late Mr. M. de Journal.

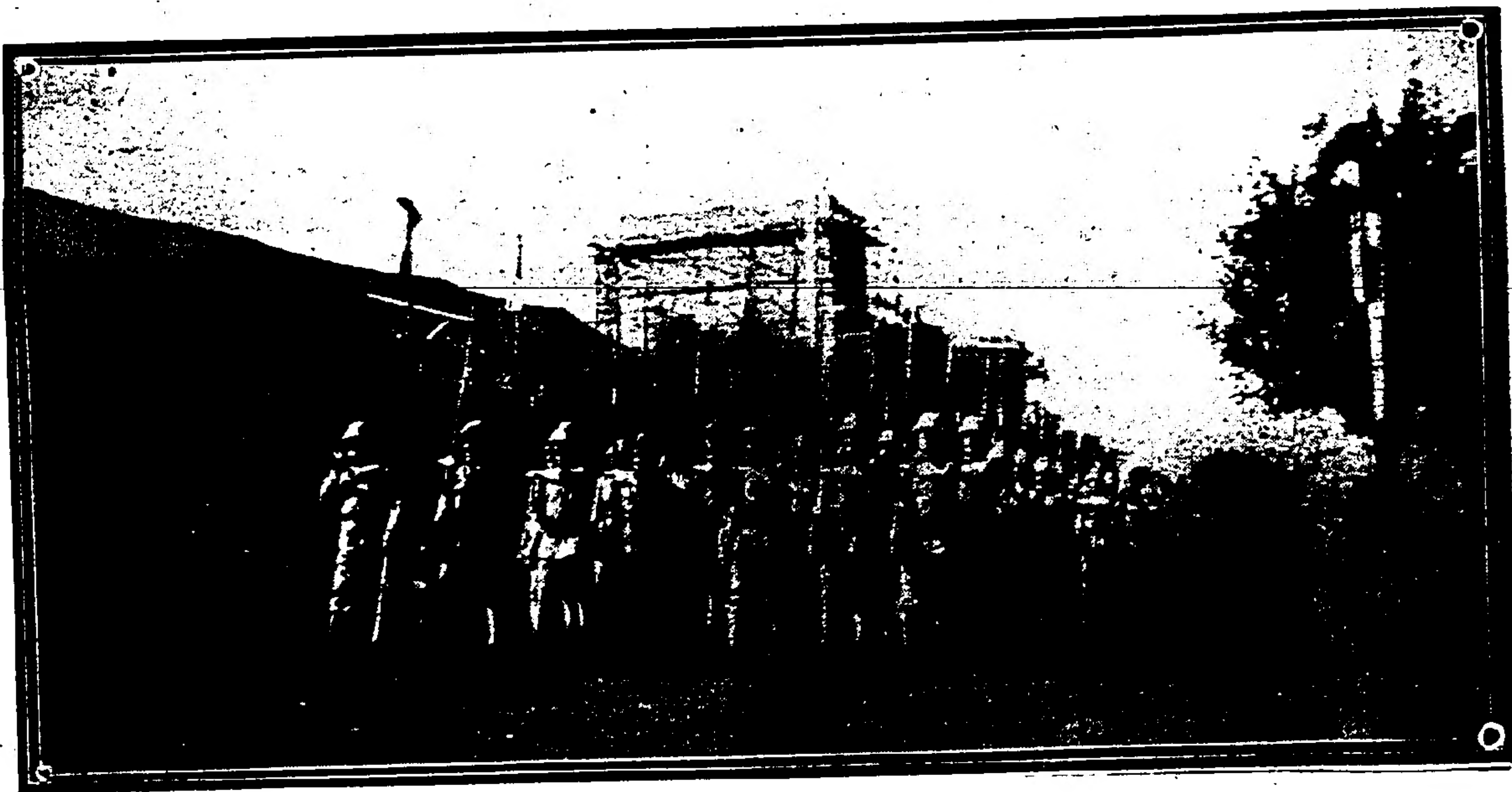


Photo: Tientsin Press.

The French National Holiday at Tientsin:—A body of French War Veterans in the March Past.



Photo: Tientsin Press.

A charming scene along the banks of a North China creek.

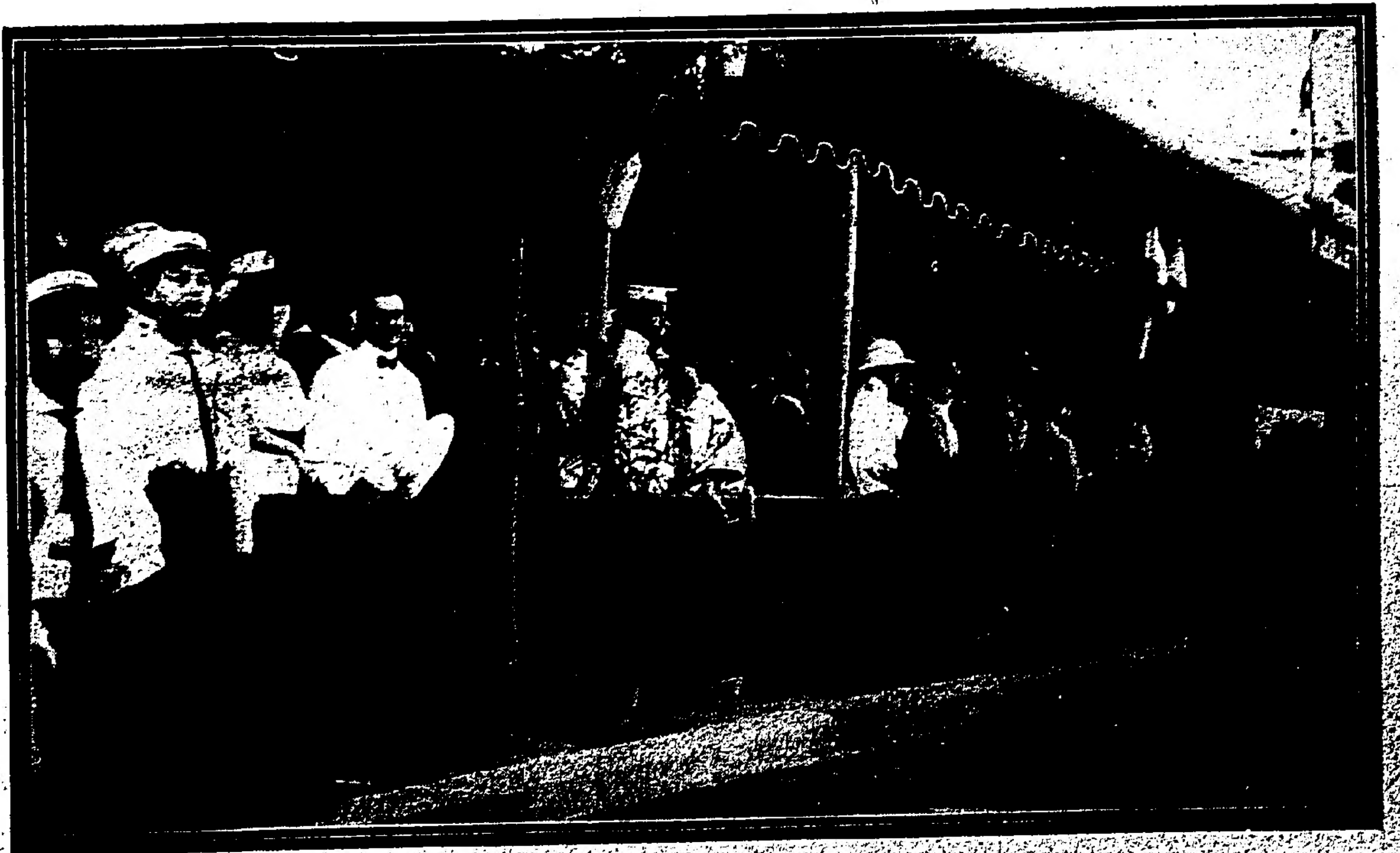
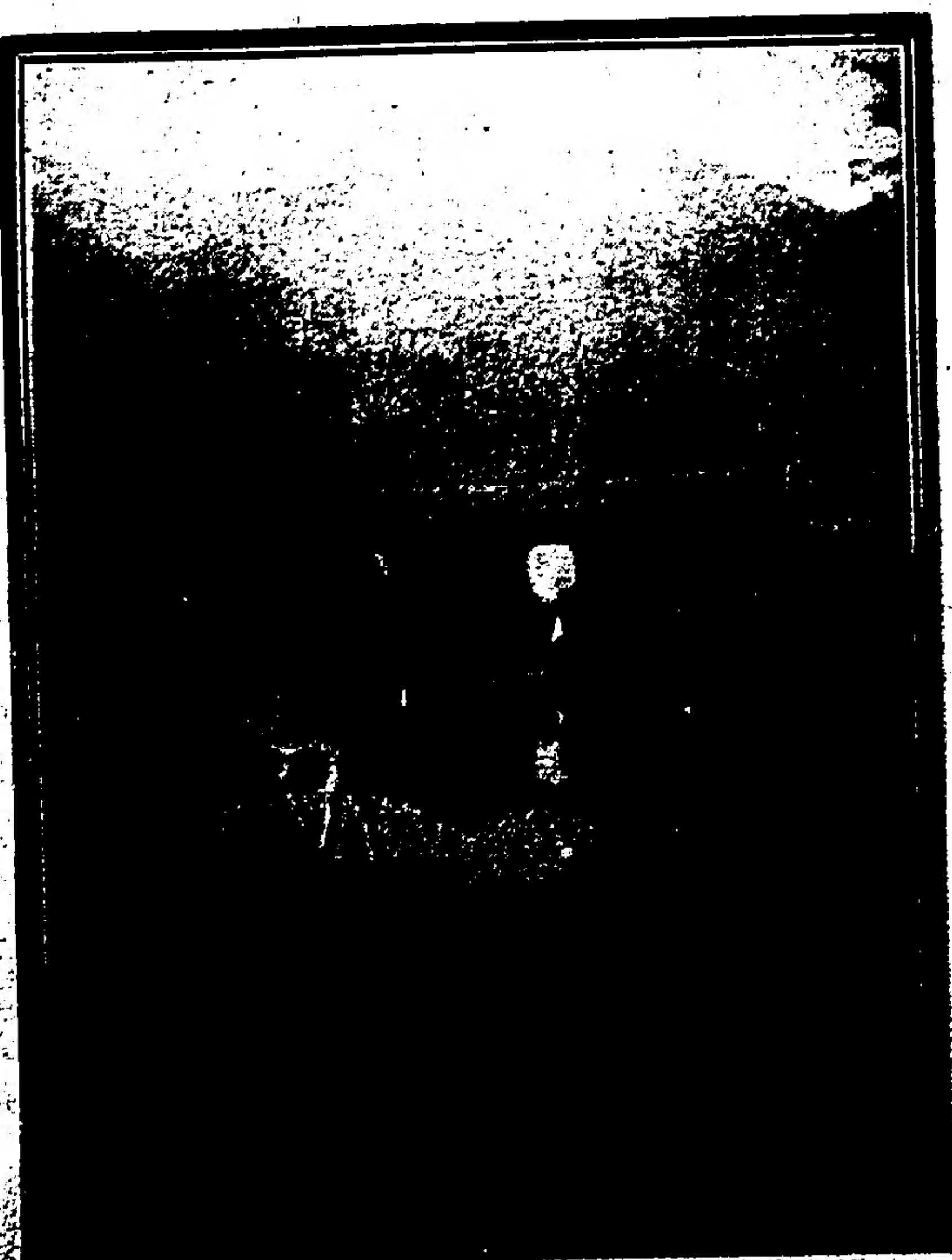


Photo: Tientsin Press.

The French Hotel at Tientsin:—A group of spectators in the special stand.

NOTICES.

AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.

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COBLENZ MANILA
COPENHAGEN MARSEILLES
GENOA NAPLES VALPARISO
YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO
CAIRO MONTEVIDEO WARSAWSHIPPING AND BANKING CORRESPONDENTS AT ALL
PRINCIPAL CITIES AND PORTS OF THE
COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom
Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and
Letters of Credit.
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Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local
currency, Pounds Sterling, United States Dollars,
Francs, Peso, Taet and Yen currencies.

— YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to
ANTWERP & ROTTERDAM.

S.S. "WEST CAMPGAW"

ABOUT AUGUST 15TH.

S.S. "EASTERLING"

ABOUT SEPTEMBER 15TH.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478 5th floor
Hotel Mansions.THE INDO-CHINA STEAM
NAVIGATION CO., LTD.

JAVA SERVICE.

THE STEAMSHIP

"CHUNSANG"

will be despatched on or about
10th August, at 3 p.m.
FOR

SINGAPORE, PENANG, BATAVIA, SAMARANG & SOURABAYA.

CARGO ACCEPTED FOR
RANGOON, PORT SWETTENHAM, M-DRAS & CALCUTTA
(via SINGAPORE) at current rates of freight.

For Freight or Passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 215. General Managers.

WATER RETURN.

Level and Storage of water in
Reservoirs on July 1, 1920.CITY AND HILL DISTRICT WATER
WORKS LEVEL.

	1919	1920
Titan	24.8 Below	24.8 Below
Titan	14.3 Below	14.3 Below
Titan	14.3 Below	14.3 Below
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STORAGE IN MILLIONS AND
DECIMALS OF GALLONS.

	1919	1920
Titan	14.3 Below	14.3 Below
Titan	14.3 Below	14.3 Below
Titan	14.3 Below	14.3 Below
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KOWLOON WATERWORKS LEVEL.

	1919	1920
Titan	14.3 Below	14.3 Below
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Titan	14.3 Below	14.3 Below

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.The following Unclaimed Tele-
grams are lying here:—Fathin, Connaught Road, from
Shanghai.4153, 3942, 2754, 1429, 5450,
5391, from Amoy.

2413, 2005, from Amoy.

Yeetachan, from Shanghai.

Cuxi, from Shanghai.

Kosekoshi, from Shanghai.

Pau, from Shanghai.

1634, 1344, 7311, from Shanghai.

N. LUND.
Act. Superintendent,
Hongkong, Aug. 5, 1920.EASTERN EXTENSION AUSTRI-
AN & CHINA TELEGRAPH CO.Arctic L. Salvador, Kowloon
Docks, from Manila.Lester E. R. A. British Warship
Colombo (Retransmitted from
Singapore), from London.

Raulaubank, from Paris.

M. E. F. AIREY,
Superintendent,
Hongkong, Aug. 5, 1920.

VICAR WEDS AT EIGHTY.

An 80 years old vicar has just
married a woman of 60 at the
Goole Parish Church. The
bridegroom is the Rev. John
Hunt Newbury of Scarborough,
formerly vicar of St. Mark's
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VICAR WEDS AT EIGHTY.

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BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.Head Office: 11, Gracechurch
Street, London, E.C. 4.Authorized Capital — £1,000,000
Subscribed Capital — £1,000,000
Paid Up Capital — £1,000,000
Reserve Fund — £1,000,000

The Bank of England.

The Bank of India and the Bank of China.

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BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK

Capital \$4,000,000.

Surplus \$1,100,000.

Head Office, New York U.S.A.

BRANCHES

SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts
and Fixed Deposits in Local Currency, U.S. Dollars,
Sterling or Francs.American Bankers Association
and Guaranty Trust Company
of New York Travelers Cheques,
sold by us, payable throughout
the world.D. M. BIGGAR,
Hongkong Manager.

THE BANK OF CHINA.

(Specially authorized by Presi-
dential Mandate of the Republic
of China on the 22nd of Novem-
ber, 1917.)Authorized Capital \$50,000,000.00
Paid up Capital 12,279,500.00
Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21
Connaught Road Central Branch-
es and Sub-branches all over
China and Correspondents in San
Francisco, Singapore and Tokyo.London Bankers—The National
Provincial and Union Bank
of England, Ltd.New York Bankers—Irving
Trust Company.Interest allowed on Current Ac-
counts and Fixed Deposits.
Terms on application.Every description of Banking
Business transacted.Loans granted on approved
securities.Special facilities for Home
Exchange.Interest on Fixed Deposits at
the following rates:—For 3 months 3% per annum
For 6 months 4% per annum
For 12 months 5% per annumTSUYEE PEI
Manager.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—

No. 2, Queen's Road Central.

Paid-up Capital ... \$2,000,000.00

Reserve Fund ... 200,000.00

Undivided Profits over \$400,000

Directors.

Mr. Fong Wai Tung, Chairman.

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BANKS.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

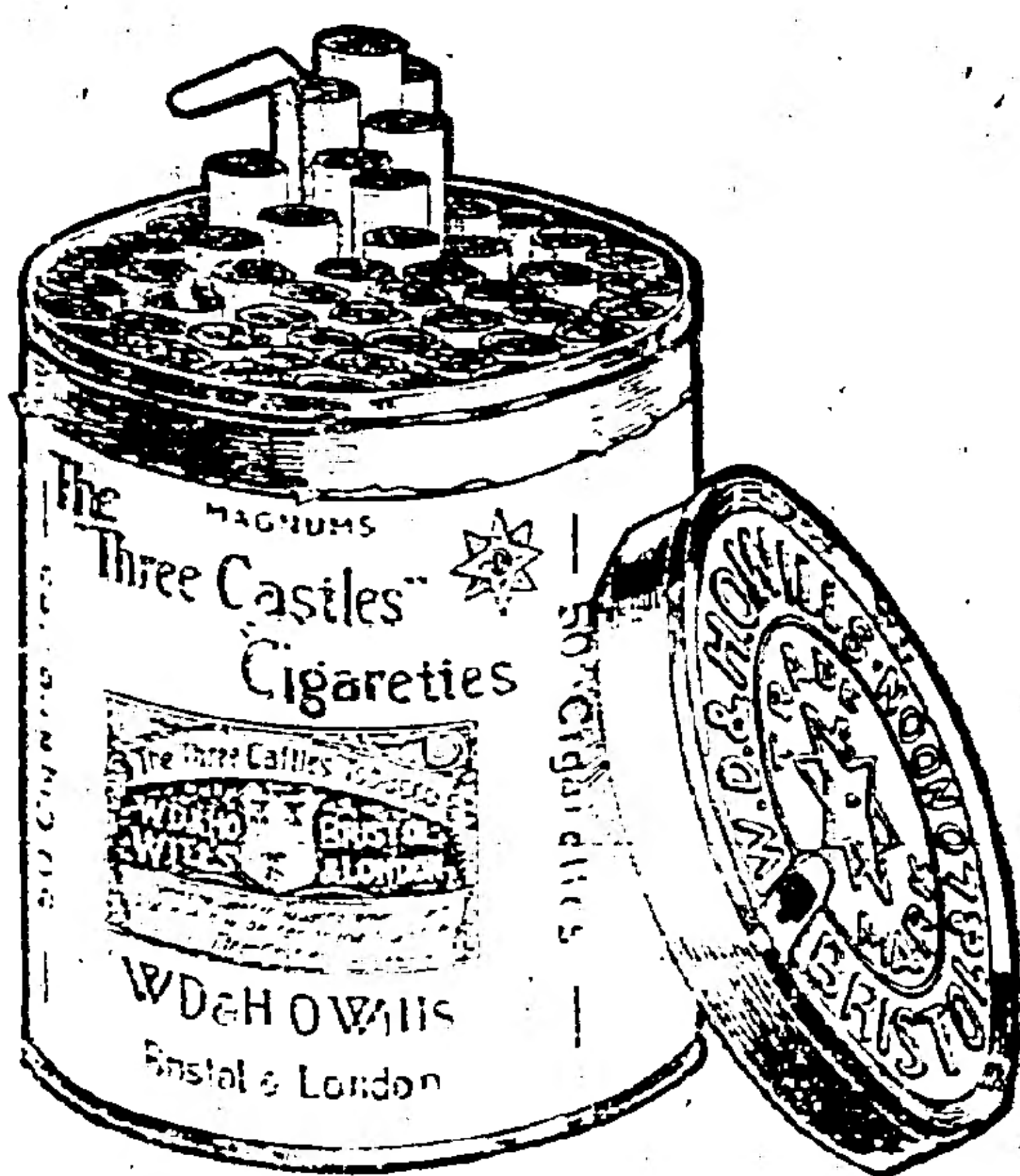
Reserve Funds:—

NOTICES.

FOR EVERYDAY SMOKING THERE ARE
NO FINER CIGARETTES THAN

"THREE CASTLES"

SOLD IN PACKETS OF
10 & 20
AND IN TINS OF
50 CIGARETTES.



ALSO
MAGNUMS
PACKED IN AIR-TIGHT
TINS OF 50
CIGARETTES.

MANUFACTURED BY

W. D. & H. O. WILLS

IN BRISTOL
ENGLAND.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES	
Banks.	
H.K. & S. Banks	615
Marine Insurances.	
Cantons	390
North China	1160
Union	170
Yangtze	230
Far Eastern	171 1/2
Fire Insurances.	
China Fire	128
H. K. Fire	315
Shipping.	
Douglases	80
H.K. Steamboats	24 1/2
Indos (Pref.)	18
Indos (Def.) L. R.	220
Shells	130 1/2
Ferries	27
Refineries.	
Sogars	339
Malabons	56
Mining.	
Kailans	92 1/2
Langkats	15 1/2
Shanghai Loans	15 1/2
Shai Explorations	130
Rauhe	38 1/2
Tronohs	27 1/2
Ural Caspian	27 1/2
Docks, Wharves, Godowns, &c.	
H.K. Wharves	84 1/2
K. Docks	152
Shai Docks	125 & 125
N. Engineering	129
Lands, Hotels & Buildings.	
Centrals	103
H.K. Hotels	125
L. Invest.	109
H. Phreys Est.	790
K. Loan Lands	31
L. Reclamations	140
West Points	51
Cotton Mills.	
Ewos	1550
Kung Yiks	152
Leu Kung Mow	—
Oriental	—
Shai Cottons	1270
Yangtzeppoo	35 1/2
Miscellaneous.	
Cement	720
China Borneo	—
Do. Light	730 & 512
China Providence	74
Dairy Farms	22
Electric H.K.	18 1/2
Electric Macao	27
Hongkong Ropes	23
H.K. Tramways	660
Peak Trans. old	510
Do. new	600
Steam Laundries	5
Steel Foundries	10
Water-works	134 1/2
Watsons	580
Wm. Powell	11 1/2
Wiseman	55
Bk. East Asia	120 & 125
Centrals	—
Macao Elect.	—

Hongkong, Aug. 7, 1920.

TIDE TABLE.

2nd to 8th August 1920.

High Water	Low Water	High Water	Low Water
Time	Time	Time	Time
Mon. 2	10 12	7 3	6 2
Tues. 3	11 30	6 3	5 18
Wed. 4	11 55	5 3	4 19
Thur. 5	12 20	4 3	3 20
Fri. 6	1 25	3 3	2 21
Sat. 7	2 30	2 3	1 22
Sun. 8	3 35	1 3	1 23

m morning, a afternoon.

WEATHER REPORT.

Aug. 6d. 12h. 05m. — No returns from Japan and Vladivostok. Pressure has increased slightly at all reporting stations; it remains low over China, and fresh S.W. winds will continue over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 72.49 inches, against an average of 54.56 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	S. and S. W. winds, moderate; fair.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. & Hainan.	The same as No. 1.
4 South coast of China between H.K. & Hainan.	The same as No. 1.

C. W. JEFFRIES, Director.
H.K. Observatory, Aug. 6.

METEOROLOGICAL.

Previous Day	on date.	on date.
at 2 p.m. at 6 a.m. at 12 p.m.		
Barometer	29.59	29.63
Temperature	86	83
Humidity	74	82
Wind Direction	SW.	SW.
Wind Force	4	3
Weather	o	c
Rain	0.04	0.00
Highest open air	—	—
Temperature on the 5th	87	—
Lowest open air	—	—
Temperature on the 6th	82	—

POST OFFICE.

The insured letter and parcel services with Czechi, Shantung, Peking, Shansi, Kiangsu, Shanghai, Chekiang, Hupeh and Honan have been resumed.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per NAGATO M. 8th Aug.
U.S.A. Canada and Shanghai—Per MONTEAGLE, 10th Aug.
Shanghai—Per SUNNING, 9th Aug.
Bombay—Per BOMBAY M. 9th Aug.
Shanghai and Japan—Per ATSUTA MARU, 9th Aug.
Straits—Per YOKOHAMA M. 12th Aug.
Bombay—Per TAIAN M. 13th Aug.

OUTWARD MAILS.

TO-MORROW.
Haiphong—Per HAIMUN, 8th Aug. 8 a.m.
Japan via Moji—Per INDUS M. 8th Aug. 9 a.m.
Saigon—Per PROSPER 8th Aug. 9 a.m.
Swatow, Amoy and Formosa via Keelung—Per KAYO M. 8th Aug. 9 a.m.
Wei-hai-wei, Chefoo & Tientsin—Per KUEICHOW, 8th Aug. 9 a.m.
MONDAY, 9th AUG.
Japan via Nagasaki—Per SHANDENBURG 9th Aug.

TUESDAY, 10th AUG.
Swatow & Bangkok—Per CHUSAN, 10th Aug. 11 a.m.
Sandakan—Per HINSANG, 10th Aug. 10 a.m.

Swatow, Amoy and Foochow—Per HAILONG 10th Aug. 1 p.m.

Amoy, Shanghai & North China—Per SHANTUNG, 10th Aug. 9 a.m.

Wei-hai-wei, Chefoo & Tientsin—Per KUEICHOW, 10th Aug. 3 p.m.

Philippine Islands, Sandakan, Australia, and New Zealand—Per THURSDAY, 10th Aug. 145 p.m. Letters 2:30 p.m.

Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt, and Europe via Marseilles—Per ATSUTA M. 10th Aug. Reg. 9:45 a.m. Letters 10:30 a.m.

THURSDAY, 12th AUG.
Shanghai and North China—Per SUNNING, 12th Aug. 10 a.m.

Swatow, Amoy & Formosa via Takao—Per SOSHU MARU, 12th Aug. 8 a.m.

Sandakan, Australia and New Zealand via Thursday Is.—Per TAIYUAN, 12th Aug. Reg. 1:45 p.m. Letters 2:30 p.m.

Shanghai, N. China, Japan via Honolulu, Canada, United States, C. & S. America and Europe via San Francisco—Per TENYO M. 12th Aug. Reg. 9:45 a.m. Letters 10:30 a.m.

FRIDAY, 13th AUG.
Shanghai, N. China & Japan via Kobe—Per YOKOHAMA M. 13th Aug. 10 a.m.

Swatow, Amoy and Foochow—Per HAI HONG, 13th Aug. 1 p.m.

SUNDAY, 15th AUG.
Philippine Islands, Formosa via Keelung, Shanghai N. China, Japan via Moji, Canada, United States, Central and South America & Europe via Victoria—Per KAYO, 15th Aug. 10 a.m.

HAIPHONG, 15th AUG.

HAIPHONG, 15th AUG.

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HAIPHONG, 15th AUG.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

SELLING.	
T/T	43 1/4
Demand	42 3/4
30 d/s	42 3/4
60 d/s	43
4 m/s	43 1/4
T/T Shanghai	Nom.
T/T Singapore	182 1/2
T/T Japan	149
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	76 1/4
T/T Batavia	215
T/T Marks	Nom.
T/T France	10.50
Demand, Paris	—
BUYING.	
4 m/s. L/C	44 1/4
4 m/s. D/P	45 1/4
6 m/s. L/C	45 1/4
30 d/s. Sydney and Melbourne	45 1/4
30 d/s. San Francisco & New York	78
4 m/s. Marks	Nom.
4 m/s. France	11.10
6 m/s. France	11.30
Demand, Germany	—
Demand, New York	78 1/4
T/T Bombay	Nom.
Demand, Bombay	—
T/T Calcutta	Nom.
Demand, Calcutta	—
Demand, Manila	165 Nom.
Demand, Singapore	182 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	50
Sovereign	4.65 Nom.
Gold leaf per Tael	34.60
Bar Silver, ready	59 1/4
forward	59 1/2
Bank of England rates 7 1/2	—
New York/London	3.62
SUBSIDIARY COINS.	
H'kong 50 cts. pieces	\$1/5 dis.
10 "	\$1/5 dis.
5 "	\$1/2 dis.
Canton subcoins	\$10 1/2 dis.

NOTICES.



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ENTERTAINMENTS.

Rev. No. 1743. **CORONET** Rev. No. 1743.

TO-DAY at 2.30, 5.15 & 9.15 p.m.
CLARA KIMBALL YOUNG

in
"THE HOUSE OF GLASS."

NEW ROLIN COMEDY. PATHE NEWS.

at 7.15 p.m.

"THE SILENT MYSTERY"

Episodes 8 & 9.

HONGKONG THEATRE

TO-NIGHT!

TO-NIGHT!

H. B. Warner

IN AN INTERESTING STORY IN FIVE PARTS

"WRATH"

ONE OF THE

SEVEN DEADLY SINS.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:-

THE HONGKONG HOTEL.

HOTEL MANSIONS.

THE REPULSE BAY HOTEL.

J. H. TAGGART.

Manager.

KING EDWARD HOTEL

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tel. 373.

Telegraphic Address: "VICTORIA"

J. WITCHELL.

Manager.

THE PEAK HOTEL

1,800 FEET ABOVE SEA LEVEL.

15 MINUTES FROM LANDING STAGE.

UNDER THE MANAGEMENT OF

MRS. BLAIR.

THE CARLTON HOTEL

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.

Close and quiet yet only a few minutes' walk from the Banks and Central District. 43 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress.

Hotel Launch Meets all Steamers.

Telephone 812.

MRS. F. E. CAMERON.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.

EXCELLENT CUISINE.

ARTHUR E. ODELL.

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL

CHALGIBURN HOTEL THE PEAK

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents

Are resident Managers.



SOLE AGENT.

MITSUI BUSSAN KAISHA, LTD.

HONGKONG